

APR 22 '46

ATLANTIC FISHERMAN

APRIL, 1946

a Balanced
ROPE
MUST HAVE
ALL FIVE...

Strength

WATERPROOFING
ENDURANCE
FLEXIBILITY
APPLICABILITY

Red ———
White ———
Blue ———

EQUAL emphasis upon all five vital qualities makes Columbian Tape-Marked Pure Manila Rope a *balanced* rope! In a good rope none of these qualities should predominate, for the accenting of one quality is at the cost of the others.

STRENGTH . . . Columbian Manila Rope has, for years, exceeded the United States Bureau of Standards minimum requirements for breaking strain. But Strength alone is not enough! Columbian Balanced Manila Rope has equal emphasis on all five!

COLUMBIAN ROPE COMPANY
310-80 Genesee St., Auburn, "The Cordage City," N. Y.

ston Office and Warehouse

38 Commercial Wharf

SEA POWER-

"CATERPILLAR" STYLE



THE back-breaking hours in the "pulpit" are done...hatches are battened...tackle is stored, and another fishing crew is headed for the home port.

The crew of the *Carl J.* out of Stonington, Connecticut, owned and operated by John B. Bindloss and John W. Smith, are proud of their trim 55-footer with its capacity of 42,000 pounds and its 10-knot speed. And they're proud of the dependable 115-hp. "Caterpillar" Diesel Marine Engine with its twin-disc 2-to-1 reverse gear which drives the heavy 40" by 32" propeller smoothly and efficiently.

"Caterpillar" Diesels have proved that quality pays off in the long run and sword-

fishing runs are long and hard. Fine workmanship is built into every "Caterpillar" Diesel Marine Engine and is backed up by thorough testing of design and excellence of materials.

Fishermen have relied on "Caterpillar" Diesel Marine Engines for years because of their simplicity of operation, dependability, economy and long life. The rated horsepower of a "Caterpillar" Diesel is day-in, day-out *workpower*—not the momentary peak performance of a stripped engine.

See your "Caterpillar" dealer about the right engine for your boat, and remember, he backs it with the best in parts and service.
CATERPILLAR TRACTOR CO. • PEORIA, ILLINOIS

CATERPILLAR Diesel



THE DISCHARGED VETERAN WEARS THIS EMBLEM
HONORING HIS SERVICE AND HONOR HIM.

Marine Engines

WHO SAYS, "ELECTRONICS IS NEW?"

here's *Automatic Steering*

backed by 15 years of
PROVEN dependability

FOR COMMERCIAL CRAFT—The Kirsten Photo Electric Pilot is a simple, inexpensive and absolutely dependable electronic device for automatically steering a boat on any desired heading hour after hour.

Automatic steering reduces sailing time by holding a far more accurate course than can the most expert helmsman, and it releases the skipper from the wheel, thus adding another hand to the crew.

For 15 years, experienced mariners have considered it as **ESSENTIAL** equipment on fishing boats, cannery tenders, scouts, fish haulers, freighters and tugs. During wartime the Photo Electric Pilot performed meritorious service on mine sweepers, subchasers, patrol boats, Army land barges and converted yachts. New advances made under wartime conditions have been incorporated into the present models.

FOR PLEASURE CRAFT—The Photo Electric Pilot is an invaluable aid to navigation, especially in fog, darkness, or poor visibility. It gives the boat owner greater leisure, relieves him of tedious hours at the wheel, and permits him to enjoy more time with his guests.

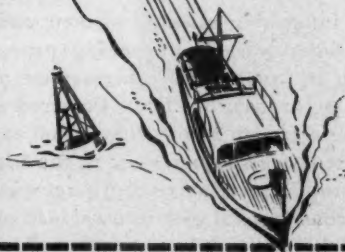
Kirsten
**PHOTO
ELECTRIC
PILOT**

MADE IN 2 MODELS

MODEL "45" [illustrated above]. Designed for small vessels of all types up to 50 feet, the model "45" consists of Binnacle Assembly, Power Unit, and Pilot House Control, together with necessary accessories for installation. Efficient, reliable, simple to operate, and attractively-styled, it may be installed directly on deck, or it may be placed out of sight or below decks. The "45" is available for either 6, 12, 24, or 32 volt battery systems, and current consumption is very low. Remote control course changer switch is optional at extra cost.

MODEL "55" [not illustrated] is similar in design and principle to the "45" but is engineered to easily handle vessels up to 100 feet. It is available for 32 or 115 volt systems, and the remote control course changer unit (which permits complete control of ship's steering from any place on the boat) is included.

THE WAKE TELLS THE STORY



MARINE DIVISION, KIRSTEN PIPE COMPANY
2925 Western Avenue, Seattle 1, Washington

**I WANT MORE INFORMATION ON THE PHOTO
ELECTRIC PILOT.**

Type of boat _____

Length _____ Approx. Speed _____

Name _____

Address _____

City _____ State _____

AF4

Marine Division

Kirsten PIPE COMPANY
2925 Western Avenue
SEATTLE 1, WASHINGTON

DEALERS: Write for full information about
distribution in your territory.

"One wonders how the hell it does it!"



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**A 90 TON BARGE LOAD PUSHED
BY THIS HIGGINS 36 ft. EUREKA
BOAT AT 7.8 MILES PER HOUR**



HIGGINS INDUSTRIES, Incorporated, of New Orleans set a magnificent pace in war boat production.

As an interesting example of their unusual and often times precedent-upsetting procedure we present to commercial fisherman or novel use of this 36 foot Eureka Boat. Powered with a six cylinder Kermath 225 H.P. Sea-Wolf engine this converted barge pusher, to quote the Higgins organization, "shoved a sixty foot barge with five foot draft around so fast with its usual load of 90 tons aboard that one wonders how the hell it does it."

That mister is *some* shove! As you'll perhaps agree! At least it indicates the terrific brute power built into Kermath all-marine engines. To any man skipping a commercial fish boat or tug, and

bucking heavy head winds or a fast tide, that kind of leg push in his marine power plants is really appreciated.

Add to the fact that Kermath knows how to build real marine engines, another important point, that we produce the world's largest selection of engines for marine usage, and you have a mighty irresistible reason for stacking Kermath up against anything that drives a boat.

Why not post yourself on just what Kermath offers the commercial fisherman? Write for our new marine engine booklet sent without obligation. It is complete—with specifications and installation sizes and diagrams.

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A Kermath Always Runs

GASOLINE AND DIESEL

THIS IS THE RADAR

you will want!

Raytheon's Radar



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America's Fighting Ships



READY for
America's Merchant Ships

THE "MARINERS PATHFINDER"... Raytheon's new radar . . . is the radar you will want. And it's ready for you. You can order it NOW.

You'll want it because it's made by the company that produced ALL the SG and SO radar for the Navy. You'll want it because it's a perfected commercial version of the same basic Navy gear . . . employing the same proven techniques, offering the same proven performance, produced with the same engineering and manufacturing skill.

You'll want Raytheon radar because Raytheon is the name that means most in ship-borne, surface-search radar.

Here are the highlights. 50 mile range . . . 100 yard minimum range . . . true or relative bearings . . . all controls on the bridge indicator, easily operated by bridge personnel . . . all components quickly accessible for inspection and maintenance.

Production is well under way, and is growing week by week. Raytheon is *ready*. Ready to begin equipping a fleet of any size. Write or wire to Marine Department, 112 Willow Street, Waltham 54, Mass.



The INDICATOR can be mounted on the bridge—on deck, bulkhead, or overhead. Note that when mounted on pedestal the head is rotatable vertically through 45°...adjustable for greatest comfort and convenience!

RAYTHEON MANUFACTURING COMPANY

Electronic Equipment Division, Waltham 54, Mass.

RAYTHEON

Excellence in Electronics

ENTERPRISE DIESELS *power the first ship*



The Shrimp Boat SOVEREIGN, powered by a DMG-6 ENTERPRISE DIESEL, has a capacity of 150,000 pounds refrigerated cargo, and a loaded speed of 10.8 knots.

of the Great New **SHRIMP FLEET**

THERE'S A GREAT AND GROWING INDUSTRY in the Gulf of Mexico—Shrimp Fishing! And to aid its growth, the first vessel of a great new fleet has been built. Seven years of research and testing have been expended in making this new type of shrimp boat able to cruise farther, carry more cargo and carry it more safely in refrigerated holds, than any other shrimp boat ever built. To insure maximum fulfillment of these requirements, with utmost safety, the builders of the SOVEREIGN, Martinac Shipyards of Tacoma, Washington, specified ENTERPRISE Diesels. Other units of the specially designed shrimp fleet to come will also rely on ENTERPRISE experience in engineering marine diesels for the fishing industry on the Pacific, Atlantic and Gulf Coasts.

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18th and FLORIDA STS.

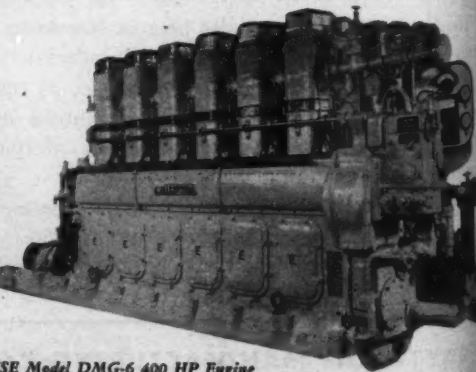
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Covering the Production of Fish and Shellfish on the
Atlantic Coast, Gulf of Mexico and Great Lakes



VOL. XXVII

APRIL, 1946

NO. 3

Future of Ground-Fish Industry at Stake

In addition to its immediate repercussions, the 3-month-old Boston trawler tie-up now has the prospect of jeopardizing the future of our ground-fish industry. At the early part of the tie-up, the demands of fish buyers could be met by drawing on the cold storage inventories.

However, with a steady production loss of nearly 3 million pounds a week, the ground-fish supply has dwindled, even though Boston dragger continue to operate, and catches in other ports remain high.

During the War, the American public became more fish conscious. With shortages of other foods generally prevalent, people looked to seafood, and for the first time many of them learned of its wide variety, palatability and nutritive qualities.

In order to satisfy the demand for North Atlantic fish, distributors must have a source of supply. Canada, Newfoundland and Iceland, which have lost their wartime market in England, are sending their products to the United States market in increasing quantities. Their frozen fillets compete directly with our domestic production, and are of high quality.

The Boston strike is playing right into the hands of foreign competition. Every pound that Boston doesn't produce means another pound that will be imported. Distributors find they can get the fish they need elsewhere, and consumers become acquainted with the imported product. Thus the foreign industry is establishing a strong foothold, which may well affect the entire domestic ground-fish production. Because the foreign countries have lower production costs, the increased importation of their fish might eventually react on the price structure of other varieties of United States seafood.

Our fishermen have had excellent earnings, which are far above the average for most other industries. Figures for one Boston fleet show that the earnings of fishermen on various boats in 1945 ranged from a low of \$6205, made in 28 trips in 290 working days, to a high of \$8010 made in 24 trips in 240 working days. It is estimated that during the past three years, the earnings of Boston trawler crew members have averaged \$7,000 per year, ranging from a low of \$3200 to a high of \$11,500.

Already the fishing industry is considering means to secure protection against excessive foreign importations, through revisions in the tariff and quota regulations. It will be up to the law makers in Washington to decide the merits of the case, but their decisions may be largely influenced by the attitude of the fishing industry. Situations such as those existing in Boston, where the representatives of the fishermen refuse to place their grievances before an arbitration board, are certain to react unfavorably. Before the industry can expect the full assistance of legislative groups, it should have its own house in order and show that it is willing to co-operate for the good of all concerned.



A "NEW HIGH" In Fishermen's Suits

Most fishermen are well acquainted with Sawyer's long-established line of "Frog Brand" oilskin clothing. Now Sawyer offers a new companion line of rubberized clothing for fishermen — sold under the trade name of Sawyer's "Lighthouse Brand." Lighthouse Brand fishermen's clothing is "tops" because it is



RUBBERIZED RUGGED: it will withstand rough-and-tough going; has greater resistance to scuffing, snagging and tearing; waterproof throughout; withstands salt spray.

STRONG APLENTY: every seam is double-stitched and waterproofed; non-corrosive, reinforced buttons; the best buttonholes that can be made.

THOUGHTFULLY BUILT: inside storm flyfront in the coat protects against water seepage and heavy seas; corduroy collar for comfort, wear and appearance.

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East Cambridge 41, Mass.

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When you choose the engine and allied equipment for your boat, don't overlook the proved advantages of Twin Disc Marine Gears. In work boats, fishing boats and pleasure craft, Twin Disc Marine Gears have fully demonstrated their efficient performance, long wear-life and easy, time-saving maintenance. That's because Twin Disc Marine Gears are the product of a company whose 28 years of manufacturing experience have been devoted to the building of *proved power links*. This long experience is your best assurance of longer trouble-free service with Twin Disc Marine Gears.

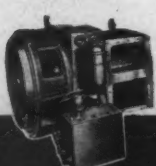
It will pay you to get full data on the Twin Disc Marine Gear best suited to your boat. Write for specifications and engineering data. TWIN DISC CLUTCH COMPANY, Racine, Wisconsin (Hydraulic Division, Rockford, Illinois).

Top: Model MG-165. Below: Model MG-300.

Heavy Duty Clutch



Hydraulic Torque Converter



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TWIN DISC
MARINE GEARS

Reduction Gear



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SPECIALISTS IN INDUSTRIAL CLUTCHES SINCE 1918



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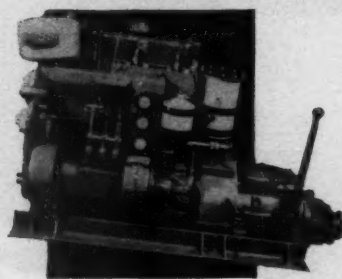
WHEN Lorence Jensen, of Mapleton, Oregon, wanted a new engine for his work boat... "the Iris J."... he bought a Sheppard.

By installing a Sheppard, Mr. Jensen increased his power from 12 H.P., gasoline produced, to 28 H.P., Diesel produced... yet he cut his power cost 67%! To Mr. Jensen—that means \$30.00 a month!

The 34' "Iris J." has a 10'2" beam, 4' draft... a speed of 10

knots. Her gross weight is 6 tons... including her Sheppard engine. Although the engine is constantly exposed to corrosive elements, no corrosion has ever been noted.

If you're building a new boat... or re-powering an old one, remember, for economy and dependability, "Diesel's the power... Sheppard's the Diesel". Mail coupon for free literature on the Sheppard Model 6C Marine Engine today.



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Please send free literature about
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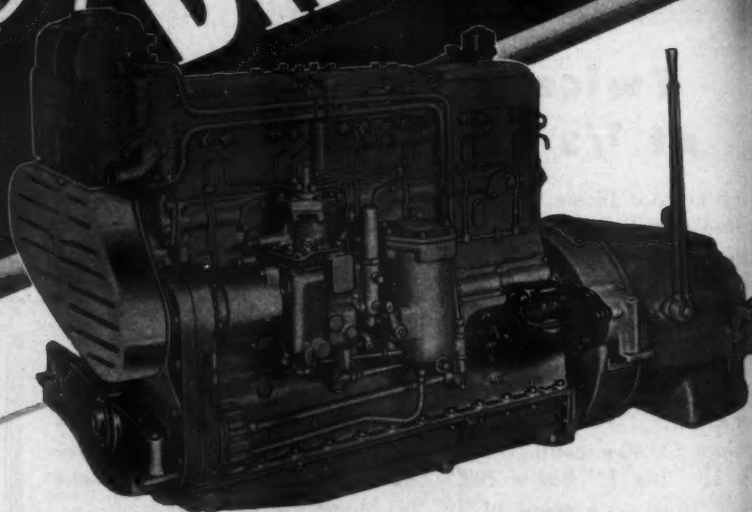
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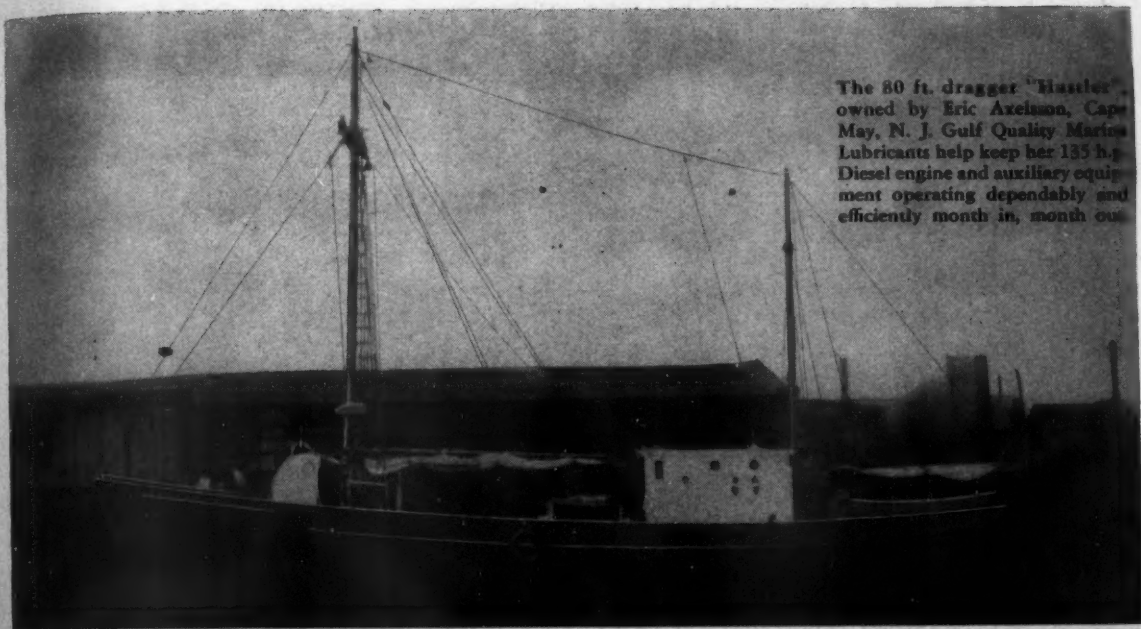
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EDWARD PARKINSON 232 Avenue Alcazar, Coral Gables 34, Fla.
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CUMMINS DIESEL SALES & SERVICE OF NEW YORK, INC. 1030-1044 Leggett Ave., New York 55, New York



The 80 ft. dragger "Hustler", owned by Eric Axelsson, Cape May, N. J. Gulf Quality Marine Lubricants help keep her 135 h.p. Diesel engine and auxiliary equipment operating dependably and efficiently month in, month out.

- ⚓ Less wear
- ⚓ Fewer overhauls
- ⚓ Longer life for engines and auxiliaries

with **GULF QUALITY MARINE LUBRICANTS**

FISHING BOAT operators know from years of seagoing experience that efficient and dependable engines and auxiliaries are among the first requirements for safe, profitable trips.

That is why many leading operators, like the owner of the "Hustler", use Gulf quality marine lubricants on deck and down in the engine room. With superior lubricating value and long life, Gulf oils and greases

contribute to efficient, dependable performance of equipment, longer service, fewer overhauls, and lower maintenance costs.

Call in a Gulf Lubrication Service Engineer today and ask him to recommend the proper types and grades for your particular equipment. He will co-operate with you to get the kind of lubrication that means bigger fishing profits! Write, wire, or phone your nearest Gulf office.

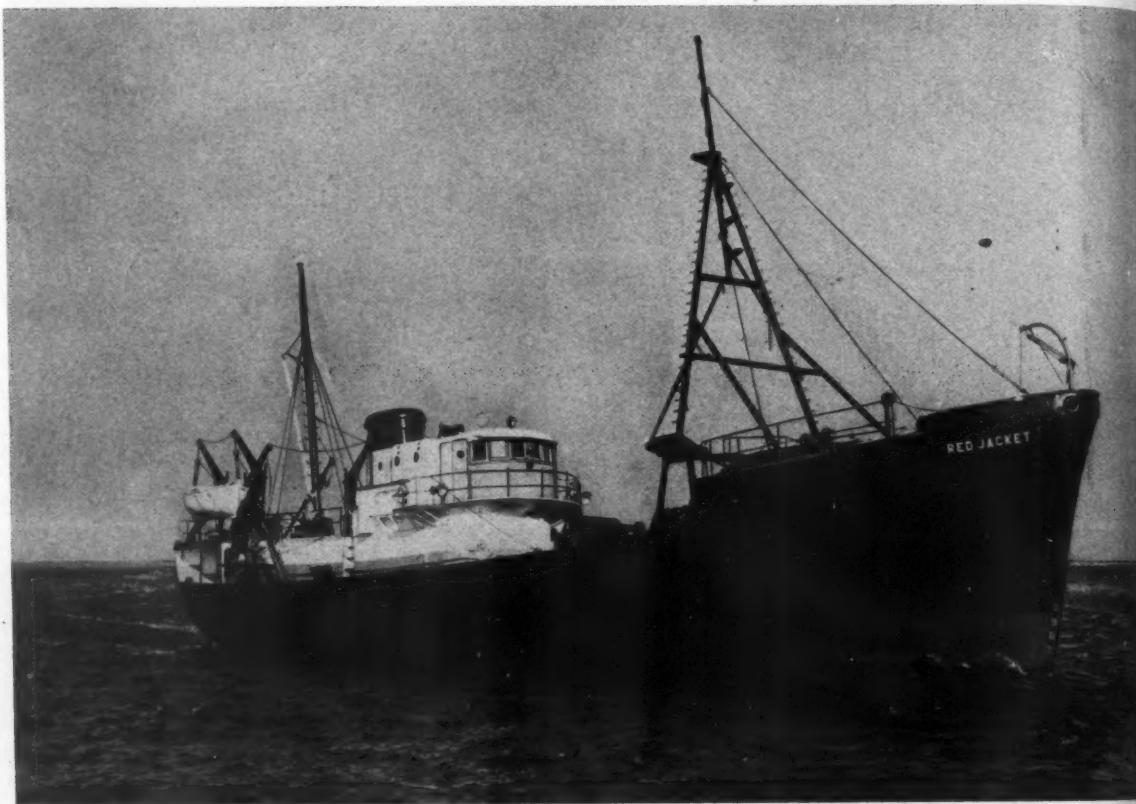
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FAMED TRAWLERS RECONVERT



New in almost everything but their Fairbanks-Morse Marine Diesel Power Plants, the "RED JACKET" and the "FLYING CLOUD", better known to the fishing industry as the "JEANNE D'ARC" and the "VILLANOVA", are straining at their hawsers, ready to re-join the fishing fleet and earn high-line honors for their new owners, the Atlantic Coast Fisheries of Boston.

Under the colors of the O'Hara Brothers, Boston trawler operators, the big 137 foot trawlers, each powered by a 735-horsepower, Fairbanks-Morse Model 37 Marine Diesel, piled

up big-money records with their high-line catches in pre-war days when they were called the "Jeanne D'Arc" and the "Villanova".

Now completely reconverted after a tour of duty with the Navy as mine-sweepers, the "RED JACKET" and the "FLYING CLOUD" are waiting the signal to get under way and take up their new fishing duties.

The new operators are confident that the same Fairbanks-Morse Diesels which earned the "Red Jacket" and "Flying Cloud" high-line fishing honors and carried them safely through their war-time duties will earn big catches in the months to come.

"GOOD FISHING, RED JACKET and FLYING CLOUD"

Fairbanks-Morse

A name worth remembering



Diesel Locomotives • Diesel Engines • Generators • Motors • Pumps • Magnetos • Stokers • Railroad Motor Cars and Standpipes • Farm Equipment

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The Sounding-Lead

By Fred Lardner
Washington Correspondent

IMPORT PROBLEM—Several members of Congress are greatly concerned over foreign fish imports, and have initiated action to protect the domestic market. In the first three months of 1946, it is expected that imports from Canada, Newfoundland and Iceland will total some 14 million lbs., as compared with 8 million lbs. in the corresponding months of 1945 and 9 million lbs. during the entire year of 1939. It is estimated that last year's imports were approximately one third as large as domestic production, and this year's imports threaten to be much larger.

The present maximum 2½-cents-per-pound tariff is entirely out of line, according to Congressman Bates of Massachusetts. Even with this tariff, there is a 10-cent differential in favor of imported fillets.

Unfortunately for the industry, there are some officials in the Government who are reluctant to take any action to correct the situation. They contend that the problem can be solved by increasing the domestic market. However, increasing the sale of fish in inland areas to any considerable degree will require years of concerted effort, in which present-day fishermen can take only a limited part. It will require education of the people, wide use of new methods of packing and distribution, and installation of new equipment in retail stores.

Some officials maintain that the situation can be remedied by reciprocal trade agreements. But these agreements are handled by the State Department, whose operations in International business often have handicapped American businessmen.

Congress plans to attack the problem from the tariff standpoint, and will seek enactment of a special bill to correct the situation.

PRICE CONTROL—Although some fresh fish, cod in particular, have been selling below ceilings, OPA refuses to remove price controls. Howard Lynch, in charge of OPA's Fish Section, who was scheduled to leave the agency April 1, is now reported as desirous of remaining with OPA until the price situation is clarified.

The price of whiting, which is 6¼c per pound for dressed and 3½c for round under OPA ex-vessel Summer ceilings, effective April 1, will change to 4½c per pound for dressed and 2c for round, effective May 1.

RADIO BROADCASTS—The Market News Offices of the Fish and Wildlife Service are now furnishing weekly information on supplies of fish to the regional offices of the Department of Agriculture for release to approximately 700 radio stations. The information includes the varieties which are about to come into the markets. Heretofore, fish have not been included regularly in the weekly release issued to cooperating radio stations by the Agriculture Department.

AIR TRANSPORT—Asserting that volume shipments of fresh fish and seafood by air have been restricted by local ceiling prices, representatives of the 19 domestic airlines have appealed to OPA to permit the cost of air transportation to be included in market price regulations.

Secretary Emery F. Johnson of the Cargo Traffic Section, Air Transport Association of America, has pointed out to OPA that amendments made in regulations last Summer to cover fresh fruits and vegetables could also be applied to salt water edibles as a means to prevent evasive practices which might adversely affect the price control program and to lend relief to airlines. The amendments require that air-borne produce be distinctly labeled and packaged prior to shipment to preclude any confusion with surface-borne products.

PACKAGING STUDY—Government and industry experts are studying production of lighter packages for air-borne shipments, pre-packaging to reduce spoilage, and family-sized packaging for refrigerated display and self-service in stores.

A type of transparent packaging material that seals in moisture has been patented. Through use of this material,

FOR RENT OR SALE

to
Fishermen



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BLUDWORTH
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DEPTH
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DEPTH RECORDERS ALSO AVAILABLE

- Know exact depth at all times.
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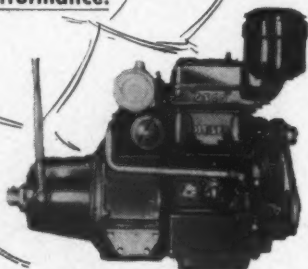
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In an Osco-Hercules Marine Diesel

**SPECIFICALLY ENGINEERED FOR
YOUR PARTICULAR BOAT!**

The story on Osco-Hercules Marine Diesel Engines can be condensed to one sentence: For the fishing industry there is no form of power plant that is more economical in operating cost, in maintenance cost, and in consistent performance.



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GEAR RATIOS TO SUIT THE INSTALLATION

RELIABLE, ECONOMICAL POWER FOR FISHING CRAFT

The above is a strong claim—but it has been proved many times over. On that basis—don't you think it will pay you to look into the matter, on behalf of your own net profits. Write today for Catalog G-4.

ALSO OSCO MARINE GAS ENGINES
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GASOLINE & DIESEL MARINE ENGINES—15 TO 120 H.P.

OSCO MOTORS

OSCO-HERCULES DIESEL ENGINES

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CABLE: OSCOMOTORS, N. Y.

chilled fresh fish may be flown or shipped without ice. Initial low temperature is maintained by dead-air space created in the carton by the use of paperboard between two wrappings. With elimination of ice, the container weight for 100 lbs. of fish is cut from 75 to 11 lbs.

FISH ALLOCATIONS—The fisheries committee of the Combined Food Board expected to meet sometime before mid-April to determine allocation of the exportable supply of world fish. UNRRA and Great Britain who will be the principal purchasers of United States exports have submitted estimates of their requirements. UNRRA's requirements for the second quarter of 1946 are estimated at 11,340 tons of canned fish, 20,412 tons of fish in brine, and 9,828 tons of dried fish, mainly cod.

The Combined Food Board has recommended that UNRRA be allotted 14,359 tons of canned fish and 8,173 tons of dried fish for the second quarter. Fish packed in brine are not under allocation.

Of UNRRA's first quarter canned fish requirements, which totalled 34,018 tons, only 10,000 tons were shipped; while 6,809 tons of dried fish required, only 5,000 tons were shipped.

CLAM CULTIVATION—The yield of the United States clam fisheries could be doubled in volume if scientific methods of cultivation were applied, according to the Fish and Wildlife Service. Although current production of clams is slightly more than 30 million lbs. annually, most of this quantity is taken from uncultivated grounds and represents the harvesting of a wild crop.

Dr. Victor L. Loosanoff, aquatic biologist in charge of the Fish and Wildlife Service Laboratory at Milford, Conn. reports that the cultivation of soft clams may be undertaken successfully in almost any protected area north of New Jersey. Dr. Loosanoff said that many beds, which at present are almost barren, could be converted with comparatively little effort into clam-growing farms.

He added that the cultivation of hard shell clams, which are found from Maine to Florida, also may be rendered a very profitable and dependable business provided some fundamental rules are observed in selecting the ground for the farm and taking care of it.

Atlantic Coast clam fisheries, which furnish about 95 percent of the total production, depend largely on two species, the soft-shelled clam and the hard clam or quahog. Both species grow in intertidal or shallow water, and are thus easily cultivated.

In addition to the hard and soft clam fisheries, two new clam industries were developed during the war on the Atlantic Coast—the surf clam fishery in the Long Island area, and the ocean quahog fishery in Rhode Island and Massachusetts. However, since both species inhabit deep water, it is believed that cultivation would be difficult if not impossible.

FISHERIES CONTROL—According to authorities, the greatest danger in the proposed transfer of the Fish & Wildlife Service from the Department of the Interior to the Agriculture Department is the possibility that the fisheries work as now constituted may be distributed among a number of agricultural bureaus including the Agricultural Research Administration, Extension Service, Office of Marketing Services, etc., until the entity of the fisheries is entirely lost.

Others oppose transfer of the fisheries to the Agriculture Department on the grounds that the two are antagonistic, based on the reasoning that every pound of fish consumed displaces agricultural products in the domestic diet.

It is felt by some that the suggestion that the Fish & Wildlife Service be made a separate department of the Government without a cabinet member at its head is contrary to the present trend in Government, which is to put as many independent agencies into existing departments as possible under a cabinet officer.

If the original entity of the former Bureau of Fisheries could be restored and guaranteed, and the bureau heads removed from the class of political appointments subject to change with change of administration, the reasonable development of the fisheries would be assured, and the question of which department of the Government should control the fisheries would be rendered of much less significance. Should such a solution of the problem

ALONE

...yet you're within hail
of home...the Coast Guard
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Seasoned skippers want a radiotelephone that can be relied upon to summon aid in case of accident, fire, collision or breakdown. One that will get the message through even under adverse conditions, or when far from shore. A transmitter that has ample power, yet is easy on the batteries. KAAR engineered these postwar marine radiotelephones to give you the *positive communication* you desire.

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KAAR 20, 50, and 100 WATT

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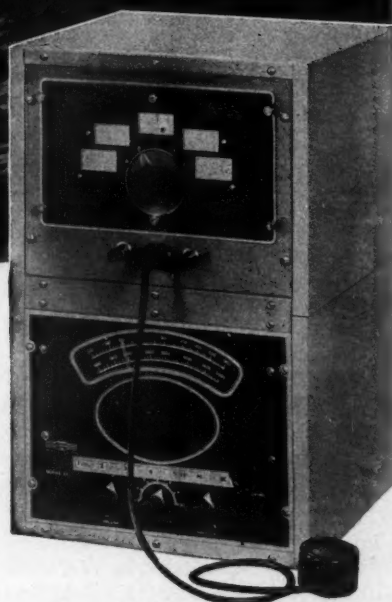
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Instant-heating marine transmitters, pioneered by KAAR seven years ago, are famed for their low battery drain. Standby current is *zero*... yet the moment you press the switch on the microphone, you're on the air! There is no waiting, no delay!

The postwar Series 19 (20 watt), Series 46 (50 watt), and Series 96 (100 watt) KAAR transmitters may be operated on any approved marine frequency from 1600 Kc to 6000 Kc. Models are available for transmission on one to five channels.

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SELECT A MEDIUM OR LONG
RANGE KAAR RADIOTELEPHONE**

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Complete \$280 to \$445*

The most popular 20 watt KAAR radiotelephone is priced at \$355

Seven 50 watt models . . .

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Nine 100 watt models . . .

Complete \$850 to \$1,085*

The most popular 100 watt KAAR radiotelephone is priced at \$925

* Above prices include KAAR Type 4C microphone, tubes, speaker, power supplies and control cable. Crystals are priced separately.

Transmitting Crystals (Type ET) . . \$8 per channel
Receiving Crystals (Type ER) . . . \$3 per channel

* WHEN PURCHASED WITH RADIOTELEPHONES *

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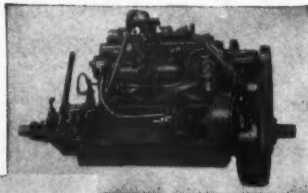


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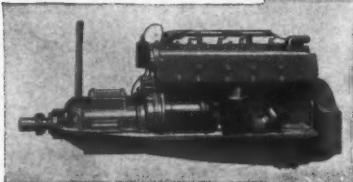
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be undertaken, a survey of all other agencies handling fishery subjects should be made with the object of transferring as many of these as possible to the jurisdiction of the new fisheries unit.

PRICE EXEMPTIONS—Included among a group of fifteen miscellaneous commodities which were removed from price control on March 25, were the following fish products: domestic dried shark fin, canned carp, canned clam chowder, processed domestic and imported lobster and spiny (rock) lobster products except when sold in hermetically sealed containers, canned domestic and imported mussels and frozen oyster stew.

Fresh, frozen and canned crabmeat, on which ceilings have been suspended since October 31, 1945, were exempted from price control, effective March 29.

IMPORTED SARDINES—The most ample supply of imported sardines in years will be available on American markets during 1946. Quantities of Portuguese and Spanish sardines will exceed the amounts imported last year by more than 50%, while importations of Norwegian sardines will be much greater than the limited amounts allocated in 1945, although no specific figure has been mentioned as yet.

Allocation of 325,000 cases of canned sardines from Portugal and Spain to the United States has just been arranged by the Combined Food Board. This will consist of about 250,000 cases of Portuguese sardines, with the balance to be Spanish sardines.

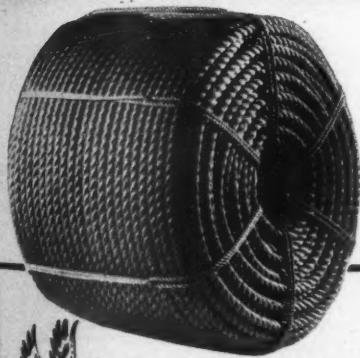
The allotment is expected to compensate partly for the heavy demands that will be made on American salmon, pickled and Maine sardine packs for foreign relief shipments. Set-asides for each of these items will be high, ranging from 30% on salmon to 40% or 50% on the other items. The highest set-aside also is expected to apply to domestic canned mackerel.

CONTAINER SHORTAGE—The fishing industry is facing a serious shortage of wooden and fiber containers, according to the Department of Agriculture. Production of such containers is far below normal, and no improvement in the supply is expected until Fall. The tin-plate supply situation is also reported as tight, but officials are confident that the fishing industry's seasonal requirements will be met.

The Department advised that if members of the industry are unable to obtain containers, the matter should be promptly reported to the Fish and Fish Products Division, Special Commodities Branch, Production and Marketing Administration, Washington 25, D. C. Such action will not assure a supply of containers, but the Branch will endeavor to locate and direct movements of new and used containers to areas of extreme short supply.



"Well,— I finally got that sky-hook you fellows sent me after



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The stays and sheets and boat lines and utility ropes aboard sailing vessels of the oyster fleets, add up to a lot of cordage carrying a lot of responsibility. Failures can be costly, so it pays to choose rope on a performance basis. The best recommendation for "AMERICAN BRAND" ROPE is its wide use through all of the fishing industry. The fibre that goes into "AMERICAN BRAND" ROPE is always the best available. Processing is strictly held to standards that have made "AMERICAN BRAND" ROPE outstanding in quality.

MANILA ROPE RELEASED

Yes, we can now manufacture and sell without restriction, "AMERICAN BRAND" PURE MANILA ROPE in 3 1/4" circumference and larger sizes, within the limits of CPA Order M84. However, the import of Abaca

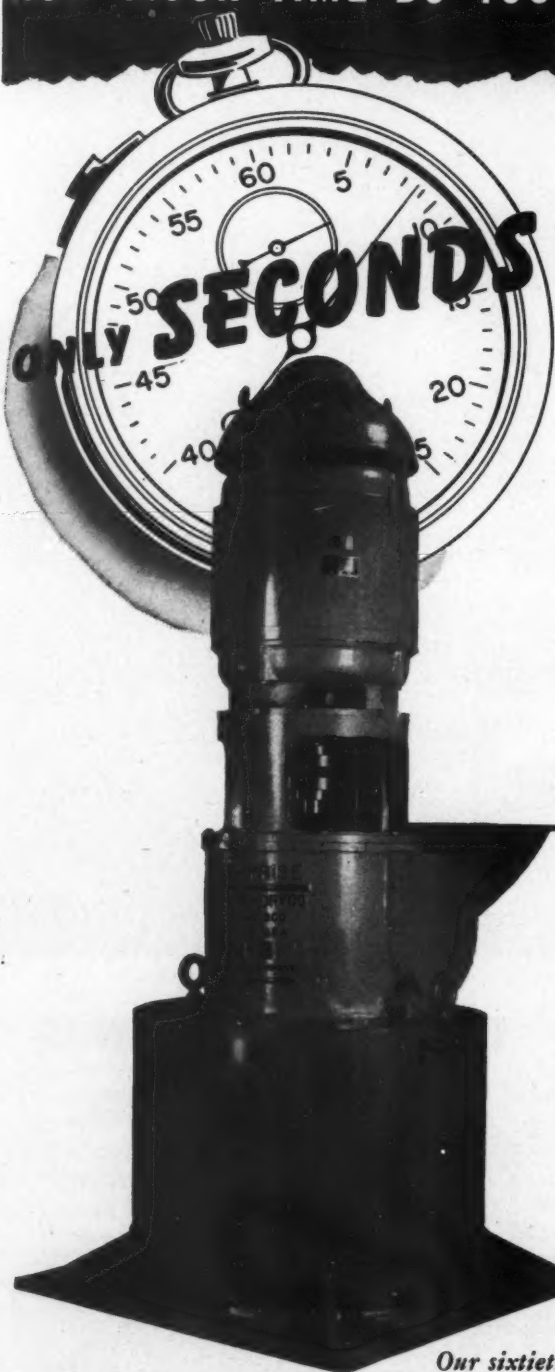
(Manila) fibre doesn't anywhere near approach minimum needs. Only as this situation improves can production be stepped up. Meanwhile, we will do our very best to distribute fairly the "AMERICAN BRAND" PURE MANILA ROPE we are able to make.

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3 MODELS

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EVC-3FR Originally developed by Enterprise for the grinding of copra, this model features a "swing out" comb rack which prevents stray metal from damaging the mill. Constructed for rugged use in installations where there is danger of metal entering the mill. Replaceable hammers are standard equipment.

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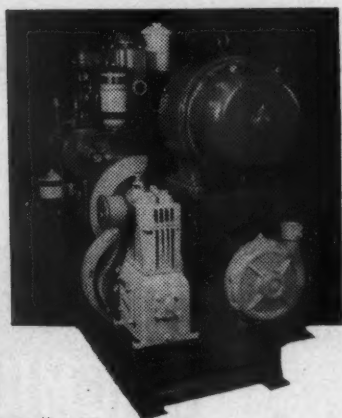
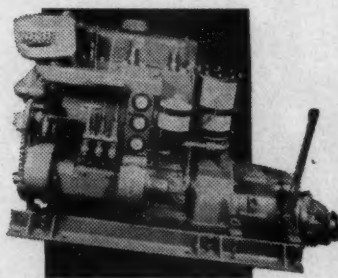
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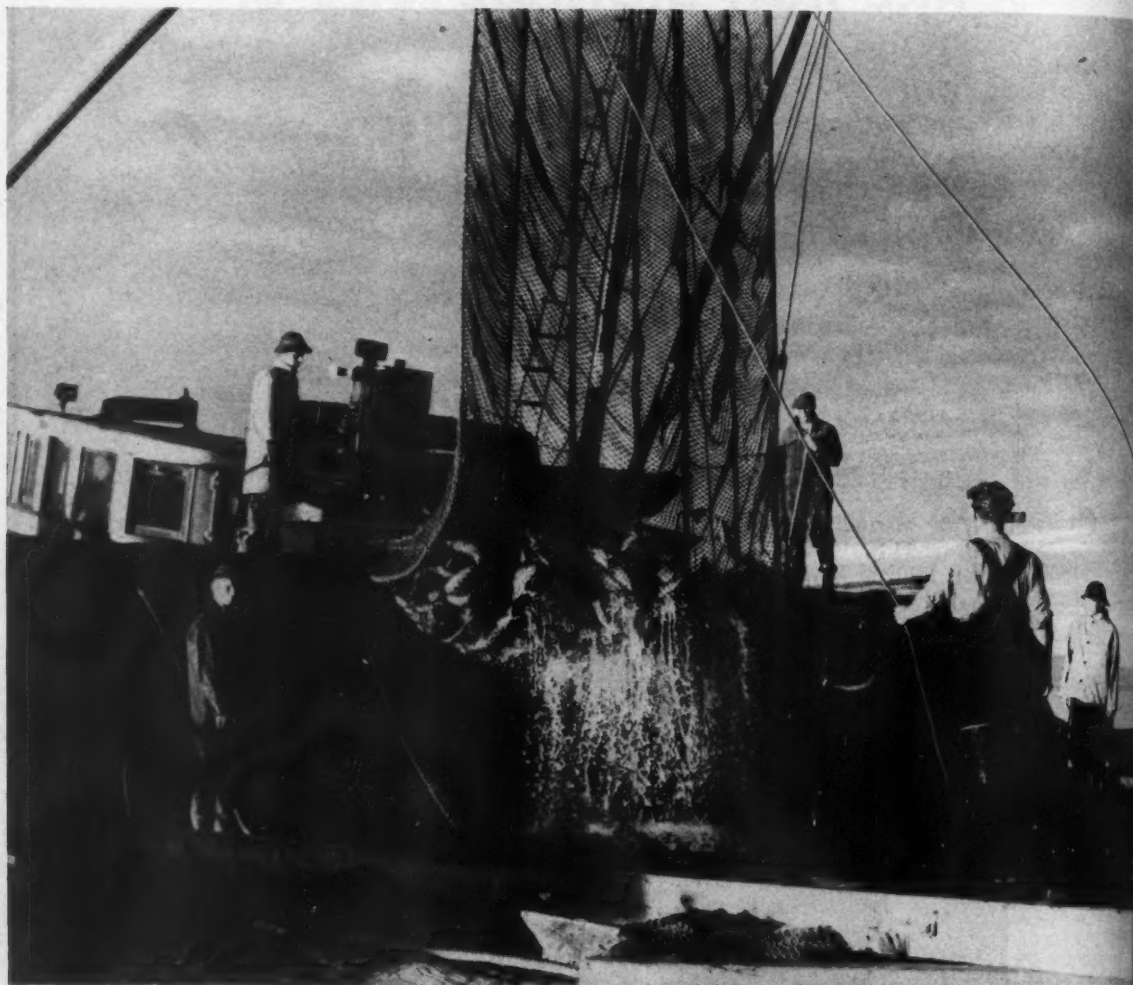
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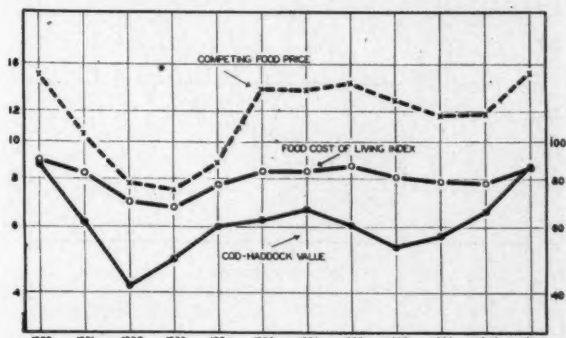
Plan for Flexible Import Control

By William C. Herrington*

WHEN the general food situation improves to the point where the supply of fish equals or exceeds the demand, we should be rid of price ceilings; but with this change from a shortage economy the industry will enter a new period, with problems as serious as those faced during the war. Probably the greatest of these problems will be the readjustments within the industry that will be required when fish must once more face the competition of adequate supplies of other foods, such as meat, cheese, and eggs, as well as greatly increased competition from foreign fish.

As long as shortages of meat, cheese, and eggs exist, there is little doubt but that our markets can absorb at present prices all of the fish that our industry can produce and process and in addition all that foreign countries are likely to be able to supply under present conditions. However, as our food production program is revised and stepped up, as manpower and material shortages decline, and as the food demands from other countries decline as their own food production increases, the shortage of protein foods will disappear and the upward pressure on their prices end. This should occur for fish considerably earlier than for other protein foods.

Domestic production and importation of fish is expanding much more rapidly than is the production of competing foods. Present fish prices, in relation to competing foods, are about 35 percent higher than they were in 1941 or than they averaged

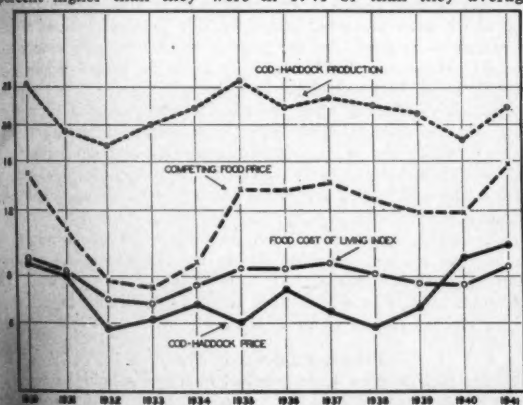


The total annual value of cod and haddock to the producer compared to the average price of competing foods, and the cost of living index for food. The figures to the left of the chart represent cents per pound (competing food) and millions of dollars (cod-haddock value), those to the right, percent (cost of living index).

A drastic increase in tariff rates has been the traditional answer in this country to threats of destructive competition from foreign products produced by labor having much lower living standards than those which we expect for our people. However, in view of the growing international consciousness of the voters of the country, there is little likelihood of obtaining acceptance for a proposal designed primarily to exclude products of our neighbor nations. The problem then is to develop a reasonable plan which will prevent unrestricted foreign competition from driving our prices to distress levels, while at the same time allowing our neighbors to participate in our markets, to the extent that these markets can be expanded to absorb their production in addition to our own.

To meet this problem a "parity-ratio import-control" plan has been proposed. The essence of this plan is to vary the amount of imports according to the "parity-ratio" price index of fish. Control of the amount of fish imported could be exercised by imposing a flexible tariff, increasing in rate as the price index falls, and reducing it as the index rises, or by establishing a quota on the amounts that can be imported. At lower price indices, import quotas would be reduced; at higher indices, quotas would be raised or removed to permit increased importation.

The basic assumption behind this plan is that it is in the national interest to open our markets to the fish produced by our neighbor nations to as great an extent as is consistent with the

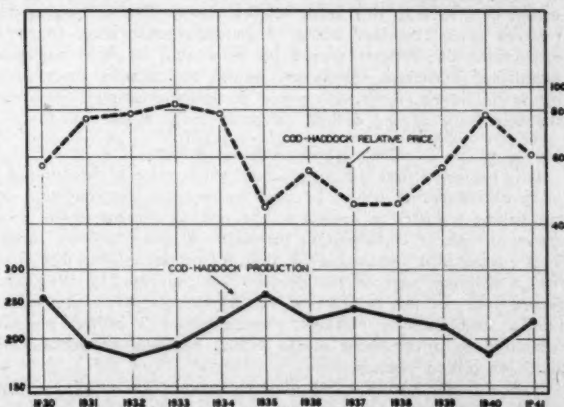


Cod and haddock producers' annual average price (in terms of fillet weight), compared to their annual production; the average price of competing foods (beef, cattle, hogs and eggs) in terms of dressed weight and pounds; and the cost of living index for food. The figures to the left of the chart represent cents per pound, those to the right, millions of pounds (cod-haddock production) and percent (cost of living index).

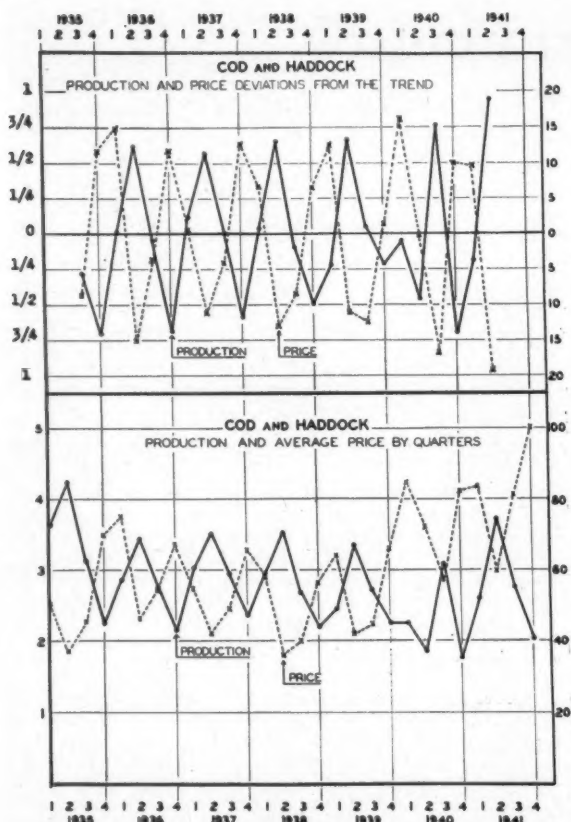
from 1930 to 1941. This indicates that as over-all protein food shortages disappear, fish prices either must drop some 30 percent or more, even though there is no considerable decline in the price of competing foods, or consumption will be reduced materially.

When supplies of meat, eggs, and cheese again are abundant, people will eat fish because they want to rather than because they must. Under these conditions sales again will depend on quality and price. By taking advantage of new developments in processing, distribution, and marketing, it should be possible to provide the American public with fish of a quality which few of them heretofore have enjoyed. If this can be done at a relative price which is reasonably comparable to that of prewar years, the amount of fish consumed should increase tremendously. What proportion of this consumption United States fishermen will supply is the principal long-range problem facing United States producers and processors.

*In Charge, North Atlantic Fishery Investigations, Fish and Wildlife Service. This article represents the author's personal viewpoint, and is not intended as a statement of the official policies of the United States Government.



The relative price of cod and haddock (producers' price of cod and haddock divided by the producers' price of competing foods), compared to cod and haddock production. The figures to the left of the chart represent millions of pounds, those to the right, percent.



Upper chart: Deviations in the production of cod and haddock from the annual trend showing quarterly averages above and below the trend represented by "0". Lower chart: Production and average producers' prices of cod and haddock, by quarters. The figures to the left of the chart represent cents per pound, those to the right, millions of pounds.

continued prosperity of our own long established fishing industry. To do this it is proposed to establish an index to show how much imported fish our markets can absorb without depressing prices below the level which will yield our fishermen and shore-workers an income in line with that in other food producing industries. This index would consist of the relative price of fish: that is the ratio obtained by dividing the price of fish by the price of the most important competing foods, such as meat, cheese, and eggs. A flexible tariff or quota on imported fish would be geared to this index in such a way that as long as the relative price remained above a predetermined level (parity), restrictions on imports would be eliminated or held to some established minimum. However, should the relative price drop below this level, restrictions would become increasingly severe as the magnitude of the decline increased or as it continued.

Price Ratio (Relative Price)

It is proposed that the ratio between the price of fish and the price of competing foods, be used to measure the condition of our fishing industry in respect to the relative returns to the producers of fish as compared to producers of other protein foods. This proposal is reasonable because it recognizes the fact that fish is a minor part of the protein food supply. In 1941, the record year for fish production, the fish produced for the fresh, frozen, and canning markets, totaled about 3 billion pounds compared to a combined meat, cheese, and egg production of about 44 billion pounds.

Hence, under normal conditions, changes in the supply of fish will have no great influence on the prices of protein foods in general; whereas changes in the aggregate supplies and prices of protein foods will strongly influence the value and consumption of fish. This condition, as well as the relatively greater increase in war time fish prices, and the likelihood of greatly increased imports of fish, make it probable that there will be a

greater downward readjustment of fish prices than of prices of competing products, when conditions become normal.

Finally, Congress appears to be definitely committed to a policy which will maintain the price of agricultural products at a high level. All of these considerations indicate the desirability of using the price of competing foods as a standard for judging the status of fish prices.

Parity Price Ratio

A "parity" price ratio would be adopted to provide a standard by which it could be determined at any time whether or not the United States market could absorb increased quantities of foreign fish. This ratio should acknowledge the normal differential between fish prices and the prices of competing foods which existed during periods when the fishing industry was enjoying normally prosperous conditions, competing foods were normally available, and the public was buying fish in large quantities. The price ratio during some one year, or series of years, might be adopted for this purpose.

Since the "parity" ratio is to be used primarily as a standard to determine the amount of foreign fish which can be absorbed, it should be based on the prices of those species of fish which are likely to be shipped into this country in large and increasing quantities, such as cod, haddock, and rosefish. To include species which are not likely to be imported in large quantities would serve principally to complicate the plan and decrease the probability of its acceptance, without yielding any major advantage by their inclusion. The commodities with which the fish are compared should be the principal competing protein foods.

Flexible Tariffs or Import Quotas

A flexible tariff or import quota on foreign fish would be provided which was geared to the price ratio in such a way that, as long as the ratio remained above "parity", no restrictions would be placed on imports (or the present minimum tariff rate could prevail). However, should the price ratio be forced below parity, the tariff rate would be progressively increased or import progressively reduced, until the ratio again exceeded parity, until some maximum tariff rate or minimum base quota was reached. When the price ratio again rose above parity, the tariff rate would be progressively reduced or the quota increased, as long as the ratio remained above parity, until the original conditions were restored.

If a flexible quota were used, the minimum quota might be the average amount imported during the last five years or some other agreed-upon period. If a flexible tariff were used, the maximum tariff rate would have to be considerably higher than the present maximum to be effective.

Principal Effects of the Plan

Under such a plan United States markets would be open to foreign fish to the extent that these markets could absorb fish in addition to our own production, without forcing prices to sub-standard levels. Thus, international trade would be stimulated and the consuming public benefited. As long as the United States' demand for fish was sufficiently vigorous, fish prices would be maintained above the parity level and no restrictions on imports would be applied. However, if supply exceeded demand at a time when the price level was above parity, the price would be allowed to drop to a level at which fish could compete on more favorable terms with competing foods before help was provided by limiting competition from foreign fish. This provision acknowledges the demonstrated fact that to hold prices artificially above their natural ratio with the prices of competing foods will result principally in curtailed markets for fish and reduced overall value to the producer. Consequently, if it is decided that the producer's income should be maintained artificially at a higher level than the parity price ratio would yield, this should be done by some method which will not increase the price of fish to the public.

Because of the potentially enormous quantities of fish available for import, it is probable that under normal conditions the plan would tend to stabilize fish prices near the parity level. Foreign countries desired to participate to a greater extent in our markets, it would be to their interest to help develop the markets so that increased quantities of their fish might be absorbed without depressing prices below "parity".

By establishing "parity" in relation to competing agricultural products, the United States fishing industry would be assured

(Continued on page 34)

New Model Lobster Boats Are Well Equipped

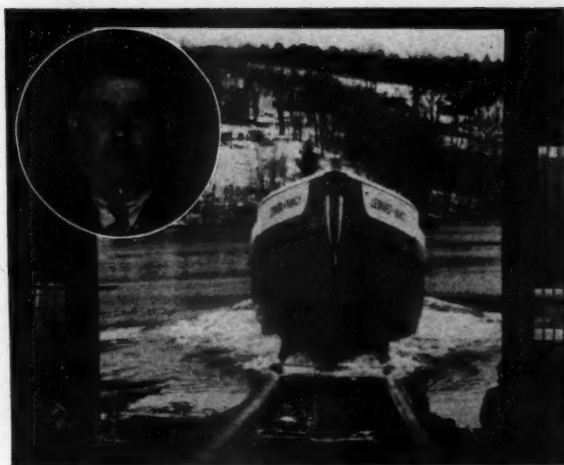
Webber's Cove Boat Yard, East Blue Hill, Maine, recently launched two 36' lobster boats which were built from a new design by Clyde Young of Matinicus, Me. The boats are up-to-date in every respect, and incorporate various features which make them convenient and efficient for lobster fishing. Two additional 36-footers, as well as three 30-footers, of similar design, were scheduled for delivery.

First to be launched was the *Madelyn E.* owned by W. B. Young of Matinicus. She is equipped with a Chrysler Crown gasoline engine with 2.5:1 reduction gear and swings a 22 x 18 wheel on a 1½" Tobin bronze shaft. The boat has a Goodrich Cutless stern bearing and a heavy pattern inside stuffing box.

There are two heavy galvanized 30-gallon gas tanks which are sheathed in under the deck amidships, one on either side. The engine is fitted with fresh water cooling coils, consisting of three 12' lengths of 1" copper pipe running along the outside of the hull. The exhaust is cooled with a ¼" bronze gear pump driven from the front end of the engine. The hoisting gear also is driven from the forward end and the engine is equipped by the manufacturer with a two-sheave power take-off for this purpose.

Cabin arrangements are simple, consisting of a bunk; built-in transom seats; a cupboard, the door of which forms a table when opened; and a small heating stove. The boat has electric running lights all mounted on the cabin trunk and doghouse.

The construction of these boats is somewhat heavier than is usually found in a lobster boat, some of the specifications being: keel—8" x 10½"; timbers—1¼" x 2½", spaced 10"; bilge stringers—1½" by 3¾"; clamps—1¼" x 4", both stringers and



The 86' dragger "Leonard and Nancy" sliding out of the shed at Waldoboro Shipyard, Inc., Waldoboro, Me. Inset: Capt. Leonard Ferrigno, Cambridge, Mass.

86 Ft. Dragger Has New Type Central Heating System

The 86' dragger *Leonard and Nancy*, owned by Captains Leonard and Sylvester Ferrigno of Cambridge, Mass., was launched by Waldoboro Shipyard, Inc. on April 2, being christened by Miss Anna Ferrigno.

Built from a new ketch rig design developed by the yard, the vessel has a beam of 19' and 10' draft, with a raised rail forward and raised deck aft. Her fish capacity is 130,000 lbs., and she has accommodations for 8 in the fo'c's'le; 4 in the after cabin and one in the deck house. Planking is 2¼" long leaf yellow pine over double 4" oak frames, and decking is rip sawn 2¾ x 3¾ clear Oregon fir. The deck house is sheathed with resin-treated waterproof plywood, and the engine room trunk is steel. She is painted with International paint on the topsides and Tarr and Wonson on the bottom.

The *Leonard and Nancy* has a new type heating system whereby the entire vessel is heated from a Preferred Utilities oil burning stove in the fo'c's'le. The stove is used for cooking as well as heating, and contains a large oil burning unit and a hot water coil of copper tubing. Circulating hot water is piped back to Navy-type copper convectors in the wheel house, engine room and after cabin. In the fish hold, the heating pipe is boxed in and insulated and runs overhead along the shelf.

Propulsion power is furnished by a 250 hp. Atlas Diesel, while the auxiliary unit is a Deseco 8 hp., 32 volt Lister-Blackstone Diesel set. The vessel carries 4400 gallons of fuel oil.

Other equipment includes a Hathaway winch, operated through a Kinney clutch from the main engine; Ritchie compass, Bludworth direction finder, Submarine Signal Fathometer, 175 lb. Danforth anchor, Edson deck pumps, and 5 hp. Deseco fish hoist.

Capt. George L. Thompson of Wakefield, R. I. has ordered a 71' dragger from Waldoboro Shipyard. Of Eldredge-McInnis design, she will be similar to the *Catherine and Mary* model, and will be powered by a 330 hp. Twin 6-71 General Motors Diesel unit with 4:1 reduction gear.

identical to the first boat, as well as a 3" copper exhaust pipe.

The fourth boat, owned by Leslie Wilson of Rockland, Me., was expected to be completed by the last of March. In addition to the steering wheel which in all the boats is mounted on a steering column just aft of the engine box, this boat will have another wheel mounted on the aft cabin bulkhead. This arrangement makes it possible in heavy weather for the operator to control the boat while under the shelter of the canopy. Otherwise she is constructed and equipped the same as the *Madelyn E.*

The first 30-footer was scheduled for delivery to Lerman Thompson of Rockland the 15th of April. She will be powered with a Chrysler Crown engine with a 2:1 reduction gear, swinging a 20 x 18 wheel.



Two 36' lobster boats recently launched at Webber's Cove Boat Yard, East Blue Hill, Me. At left, the "Madelyn E.", owned by W. B. Young, Matinicus, Me.; right, the "Cora & Loretta", owned by Norris Young, Matinicus.

clamps are bolted to the frames with ¾" galvanized bolts. The transom is of 1¼" oak; planking, deck and platform floors of 1 1/16" cedar; floor timbers are of 2" oak, spaced about every two feet.

The rudder post is of 1½" bronze shafting running to the deck, and steering gear consists of a 20" wheel equipped with chain and sprocket and connected to the yoke on the head of the rudder post by means of ¾" machine chain.

The second boat to be launched was the *Cora & Loretta* owned by Norris Young of Matinicus. Also powered with a Chrysler Crown engine with 2.5:1 reduction gear, this boat does not have fresh water cooling, but is equipped with a 3" copper exhaust pipe.

Another 36' boat owned by Oram Simpson of Criehaven, Me., the third to be built, has a Gray six-121 gasoline engine with 2:1 reduction gear. It is equipped with fresh water cooling,

Use of Radio Telephone Equipment

Operation and Installation Reviewed From Freedman's Book "Two-way Radio"

THE mechanics and applications of two-way radio for all forms of fixed, mobile, or portable communications are described in a book, "Two-Way Radio", written by Samuel Freedman and recently published by Ziff-Davis Publishing Company, Chicago. It is presented in non-mathematical form and in simple language fully understandable to persons using or intending to use such facilities.

During the past twenty-six years the author has been a radio operator, engineer, inventor, author, student, teacher, and consultant of two-way radio facilities. During his twelve years in the United States Naval Reserves, he has advanced from Ensign to Commander while specializing in communications and radio-electronics. He is largely responsible for the establishment of more than fifty two-way radio systems.

The contents of the book are most inclusive covering all types of equipment, installations, applications, and systems. For the most part it contains a vast fund of general information, with details about particular applications rounding out the text in a complete and interesting coverage of the subject. Of particular interest to fishing boat operators is the section devoted to marine applications which is presented in condensed form in the following paragraphs.

General Discussion

The frequencies employed are in the 2,000 to 3,000 kilocycle band, corresponding to wave lengths of 100 to 150 meters. Since radiotelephone equipment is frequently operated by untrained persons, special provisions have to be made. The crystals are ground to the correct thickness for the frequencies used and the channels are preset at the time of installation. In most cases separate channels are used for sending and receiving.

The telephone company and others have provided transmitting and receiving facilities on shore to furnish two-way telephone service to vessels operating within range of a particular station. The stations are connected by land wire to a centrally located distant office where the telephone operators establish connection between the landline telephone and the boat.

Communications are unlimited and free with the U. S. Coast Guard for legitimate reasons, such as when in distress or to request medical assistance or to receive storm warnings. At the time the radiotelephone is installed on board a boat, the company operating the nearest marine exchange should be advised. The company will open a ship telephone service account for the boat and supply the owner with details concerning charges.

Distress or Emergency

In sending a message during distress, remember that the equipment may stop functioning any moment as the boat gets low in the water and the power fails. Therefore, forget the formalities and get the essential words through first: NCU, SOS, mayday, or help; next the location. Then if there is time come back with details of identity, personnel, damage, nature of help required. All ships should get off the air and listen during that time to give distressed craft a clear channel, only coming in to assist in relaying.

The Coast Guard can send a flying boat to pick up someone to rush to a hospital. Fishermen offshore 100 miles have been able to call on 2670 kilocycles for such help in cases of severe illness or injury. Within one hour the plane has arrived, picked up the man, and is headed back to the hospital ambulance waiting at the hangar. Medico messages are transmitted free of charge via the shore station or the Coast Guard. A competent public health doctor advises by radio how to care for the sick or injured person.

Equipment and Installation

Marine radiotelephone equipment proper is self-contained and easy to install. It is the antenna, ground, and power supply connections that take time as well as require elimination or reduction of ignition noise.

The equipment may be mounted on a shelf or table or on

the bulkhead. If convenient, it should be located as close to the antenna lead-in insulator as possible. It should also be located so as to have the shortest convenient run to the battery source in order to reduce voltage drop. It should be ruggedly mounted to withstand vibration of the engine and the severe rolling, wallowing, or pitching a boat undergoes in a very rough sea. It should be bolted or screwed down securely. The location should be dry; if this is not possible, then the equipment must be protected against getting wet. The location should be remote from the engines to reduce the problem of suppressing ignition noise picked up in the radio receiver.

As the tubes generate heat when in operation, adequate ventilation and free circulation of air must be provided, particularly if the equipment is located in a locker or cabinet. There must also be sufficient space for removing the equipment cover to permit access to the chassis, to the meter tuning plugs, or other adjustment and tuning provisions. This varies with different equipments.

The power cable running from the engine compartment to the equipment in the wheelhouse is subject to grease, moisture, and corrosive action along its run for part of the distance. Good-quality rubber-covered cable can withstand this condition. Usually the voltage is very low, while the current is fairly high, particularly during transmission. As a result, the insulation is usually adequate for the voltage required, but the diameter of the wire itself may be too small, particularly if the run is very long. It should be the largest convenient diameter with the shortest possible running length. More elaborate installations may use lead or armor-covered cable, stuffing tubes through bulkheads, junction boxes, and the like. These are not fully necessary for small installations.

Antenna and Ground

The performance of any radiotelephone equipment depends chiefly on a suitable antenna and ground system. This is particularly important where the transmitter is of limited power on shipboard. The height and length of the antenna basically control the range of the equipment. For efficient performance, the transmitter requires an antenna capable of being tuned to resonance at the operating frequencies of the equipment. It is usually necessary to resort to artificial methods of increasing the antenna length. This consists of inductive loading, such as providing a coil of wire in series with the antenna. Any antenna that is satisfactory for the transmitter is always satisfactory for the receiver. Vertical antennas are preferable in horizontal on small craft, as they are less directional. The antenna should have good insulation at its ends, and where the lead-in comes down and goes through the deck. The insulators should have a long leakage path and be able to shed water readily. The antenna wire should be non-corrosive of either copper or phosphor bronze.

An important and indispensable part of the antenna system is the radio ground. This ground is also useful for interference suppression. The better the ground, the greater the range will be. Salt water is an excellent ground and makes possible better radio ranges than can be obtained ashore. The ground lead wire should have very low resistance between the equipment and the ground. It is kept short and direct. To keep grounded connections short, the ground plate or sheet should be located under the space where the radiotelephone equipment is located. Do not use the engine or propulsion components of the boat for a radio ground. It is not a good ground electrically; it is not stable and constant and may introduce interference to the receiver.

Complete elimination of noise and interference on shipboard is not always possible when a ship is in motion or its power plant is in operation, particularly when the battery is undergoing charge. Very severe cases of interference should be analyzed by connecting a cathode-ray oscilloscope in the receiver output to study the wave-form distortion and observe the effect of various corrective measures.

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Two Trawlers are Reconverted for Atlantic Coast Fisheries

Two of the largest trawlers which the Navy requisitioned for war-time duty in June 1941 have returned to Boston to resume their fishing careers under new names and new owners.

Formerly the 137' steel sister trawlers *Jeanne D'Arc* and *Villanova*, owned by F. J. O'Hara & Sons, Inc., the vessels are now the *Red Jacket* and *Flying Cloud* respectively, owned by Atlantic Coast Fisheries Co. Their new names are derived from famous clipper ships, the *Red Jacket* having been a 19th century schooner built at Rockland, Me., and the *Flying Cloud* another ship of the same period built by McKay in Boston.

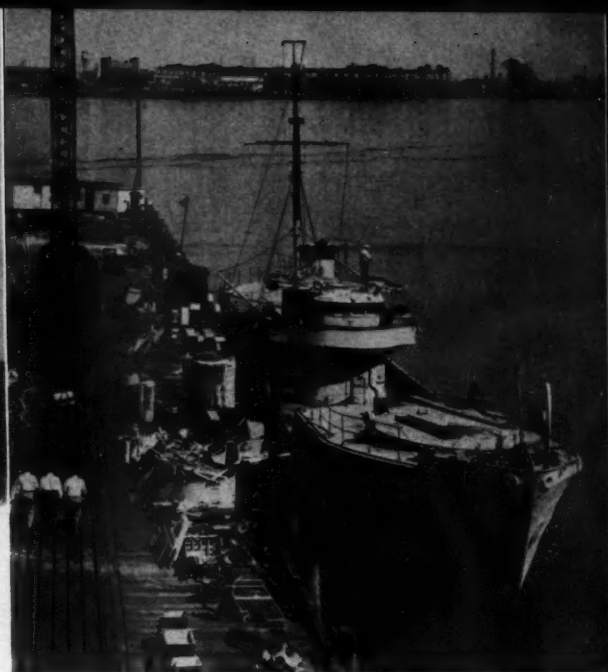
While under O'Hara ownership, the vessels had the reputation of being high-liners, and during their Naval service as the *Bullfinch* and *Cardinal* they had a creditable record in mine sweeping duty.

When the trawlers were decommissioned, they were taken to the yard of John H. Mathis Co., Camden, N. J., for reconversion. Here the vessels received a complete overhauling, including a check-up of all machinery, refitting of fish hold and fishing equipment, and various structural modifications and improvements.

The trawlers were built in 1937 by Bath Iron Works, Bath, Me., at which time they were considered outstanding in design, construction and equipment. They have a cruiser type stem and stern, a beam of 24' and depth of 13'6". Their capacity is 340,000 lbs. of fish.

One of the major changes made in the reconversion was the

Deck view on the "Red Jacket" showing the gallows frames on which the legs of the new "A" type mast are mounted.



Left: the 137' trawler "Red Jacket", formerly the "Jeanne D'Arc", fully reconverted for fishing following naval service. Right: the former "Villanova" undergoing reconversion for fishing at John H. Mathis Co., Camden, N. J. This vessel is now the "Flying Cloud".

moving of the forward crew's quarters from below deck to the main deck level under the whaleback. The Navy had previously lengthened the space under the whaleback by moving the after bulkhead so that the new quarters are 19' in length and contain ample accommodations for 12 men. With port holes on either side and 2 doors opening on deck, the quarters have better ventilation and accessibility. A shower, lavatory and toilet on each side of the aft end of the whaleback have been added. The space below deck formerly occupied by the quarters is now used for gear stowage.

Another feature of the vessels is a new type forward mast arrangement which leaves the deck clear for fishing operations. The mast and gallows frames form an integral structure, with the legs of the A-shaped mast adjoining the top of the gallows frames. The gallows frames are tied together by a horizontal steel beam that projects to a point directly over the rail from which the hanging blocks are suspended. Reinforcing plates are

(Continued on page 38)

The Captain's stateroom on the "Flying Cloud" showing the Bludworth direction finder and Hallicrafters radiotelephone.



Nova Scotia Designs Have Dual Engine Drive

THE two accompanying standard type wooden dragger designs have been prepared by Boston naval architects for the Nova Scotia Fishermen's Loan Board, and vessels from these plans now are being built under the development program of the province.

A feature of the new designs is their provision for dual high speed propulsion engines and a separate high speed engine for operating the winch through a hydraulic drive.

The plans specify the use of a General Motors Twin 6-71 Diesel unit which drives a single propeller through a 5:1 reduction Falk gear box to give 330 hp. at 370 rpm. at the wheel. Both engines and the gear box are mounted as a complete unit, and each engine drives through its own reverse gear and clutch. In the event of breakdown of one engine, its clutch or gear, that engine can be cut off by merely disengaging the clutch. The other engine will continue to function and will propel the vessel at 80% of its rated speed.

By making an installation of this kind, considerable extra space is gained in the engine room, providing ample working space and easy access to all auxiliaries, and allowing for a larger fish hold.

The winch engine is a 3 cylinder, 83 hp. General Motors 3-71 Diesel which is located in a winch engine compartment between the pilot house floor and main engine room. It is direct connected to the winch through a Gyrol hydraulic winch drive designed by New England Trawler Equipment Co. This arrangement provides a very flexible drive for the winch, which absorbs the shock caused by a heavy load being suddenly thrust on the winch, thus eliminating shock to the main engine crankshaft and connecting gear. Both the propulsion and winch engines have interchangeable parts.

The 87'6" Colley-Maier dragger is designed with the proper distribution of displacement to insure exceptional seaworthiness and good speed under all weather conditions, and the hull form is similar to that of the new steel dragger *Lucky Star*.

The fo'c's'le is conveniently laid out for eight men, with a fresh water tank for the crew's use below; while located in the

protected entrance to the fo'c's'le is oilskin drying space and a lavatory.

The fish hold has a capacity for 180,000 pounds of iced fish. Actually, the hold could be longer, but it was not considered wise to gain exceptional capacity at the expense of adequate crew space and access around engine room equipment. The mast is stepped on the deck, over the forward fish hold bulkhead, so as to eliminate leaks.

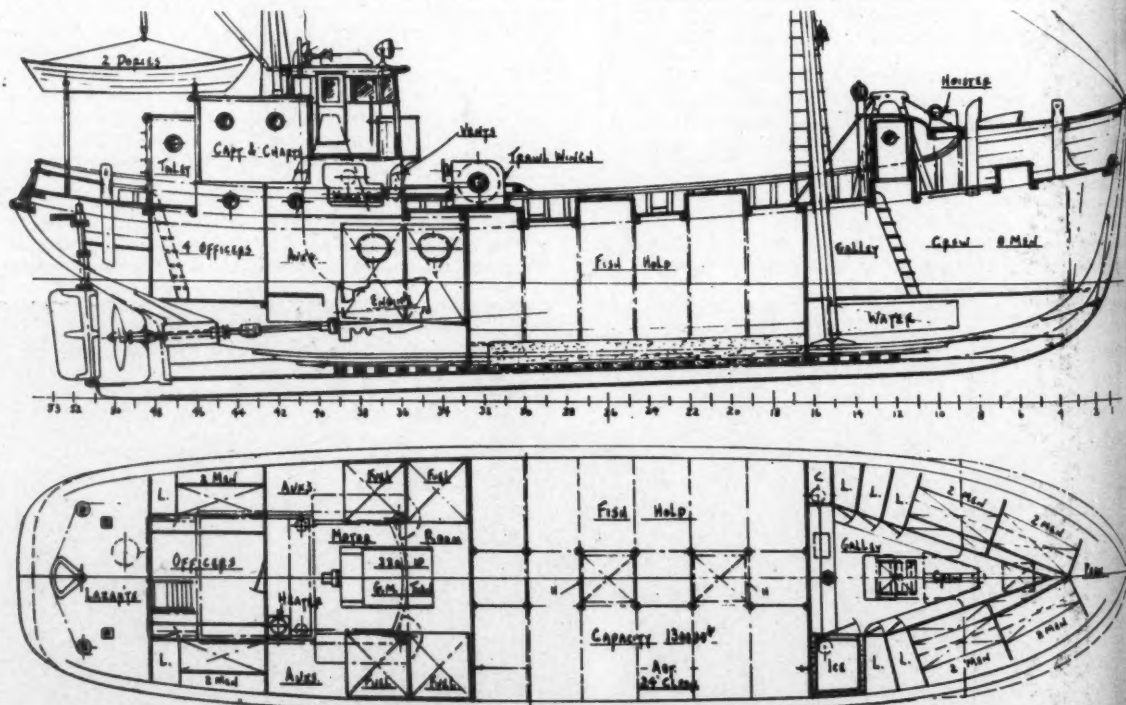
The engine room contains the fuel oil tanks, of 3000 gallons total capacity (with space for about 2000 gallons more) and two additional fresh water tanks containing a total of 4000 gallons. Driven from the front end of one of the main engines is an auxiliary generator, and from the front end of the other main engine, a centrifugal pump is driven through a clutch. Other equipment includes an auxiliary Diesel generator unit and a motor-driven centrifugal pump. With a stack casing at the exhaust pipes, the space around the uptakes becomes a means of escape of all foul engine room air.

Special attention has been given to access to the engine room for removing or installing any piece of equipment. The control station in the engine room, just aft of the main engines, has the light and power switchboard located conveniently at hand, and is just outside the fume-tight door to the officers' quarters. These quarters, with berths for four men, have access to the main deck through the aft entry to the deck house.

The main deck house is arranged for an officers' toilet, galley and messroom, captain's stateroom, pilothouse and winch drive casing. It will be noted that the galley is on deck, as is usual on larger trawlers. The location results in a larger fish capacity without crowding the forward quarters.

The 84' Eldredge-McInnis design is conventional in appearance and similar in its general make-up to those fishing vessels of similar size in use on the North Atlantic seaboard, and is arranged to fish from both sides. She is a bulkier boat than the 82' O'Hara draggers, being more like the *Ursula M. Norman*. The fish capacity is about 130,000 pounds of iced fish and there are accommodations for 13 men. Although the power plant specified is the twin General-Motors unit, the layout permits the use of most any Diesel engine ranging in horsepower from 250 to 275. Fuel capacity is 4000 gallons.

The vessel is arranged for the trawl winch to be driven by a Diesel winch engine, although an electrically driven trawl winch may be used in some cases, or even the more conventional power take-off on the main engine.



Eldredge-McInnis plans of 84' dragger showing arrangement of dual propulsion engines and separate winch engine.

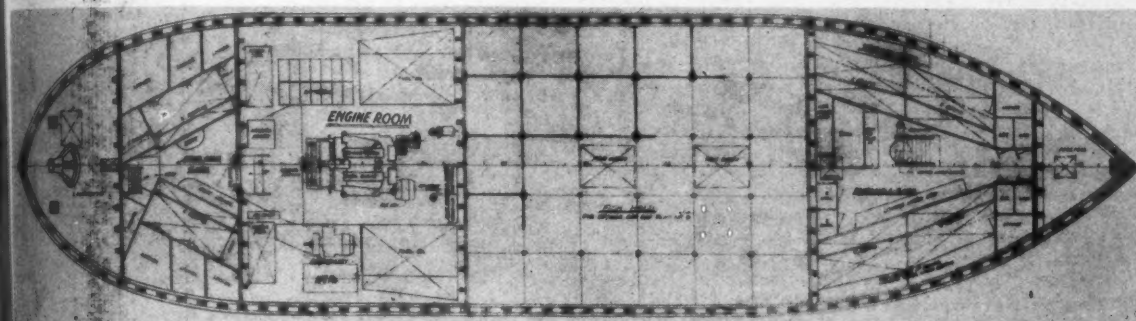
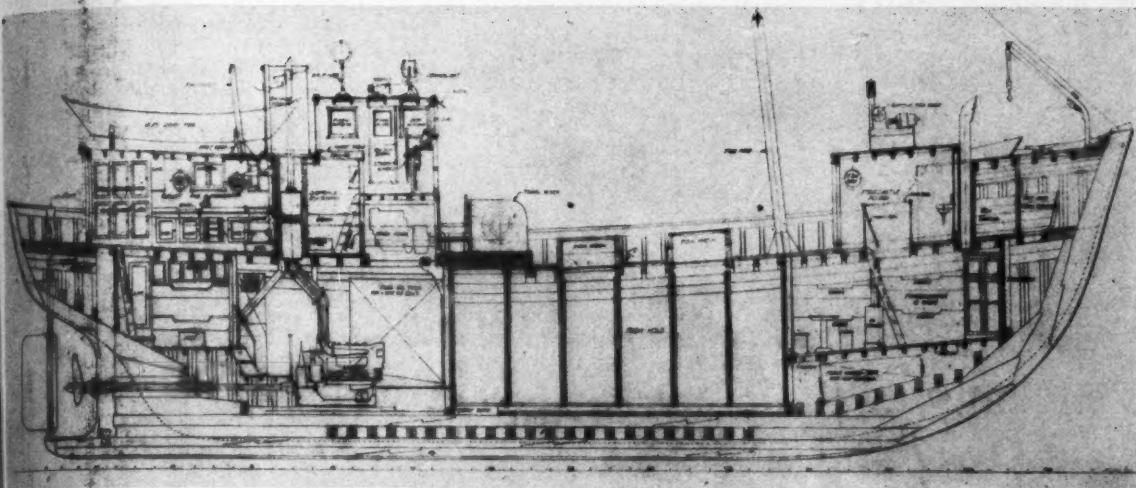
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Colley-Maier plans of 87'6" Nova Scotia dragger showing arrangement of dual propulsion engines and separate winch engine.

Gloucester Fish Workers Resume Operations

Thirteen hundred Gloucester fish workers from 18 Gloucester plants returned to their jobs on April 1, ending a nine-day period of idleness due to a work slow-down controversy between the Seafood Workers Union and the Gloucester Fisheries Association. The workers resumed operations on a temporary basis, pending arbitration of the dispute.

Several Gloucester draggers were forced to unload their trips at other ports due to the work stoppage, and some 200,000 lbs. of fish was either dumped or dehydrated. As a result, the Atlantic Fishermen's Union has requested that both shore labor and management guarantee fishermen a longer period of warning than the 7 days which is in effect at present. Fishermen are of the opinion that the period should be two weeks.

Seiners Land at Cape May

Five Gloucester seiners landed 265,000 lbs. of mackerel at Cape May on March 31, the first catch of the season to be landed at that port. The fish sold for 7c per pound, with fishermen receiving a total of \$18,500.

The seiner *Ida & Joseph*, Capt. Joseph Cottone, had the best trip, 60,000 lbs., worth \$4200, with a gross share of approximately \$150 per man. Other trips landed were as follows: *Elophine & Margaret*, 55,000 lbs.; *Santa Maria*, 50,000 lbs.; *Eleanor*, 50,000 lbs.; and *Capt. Drum*, 50,000 lbs.

Cod Limit Reduced

The Atlantic Fishermen's Union, which during the recent cod hunt voted to reduce the cod catch limit to 5,000 lbs. per man, has further reduced the limit to 3,000 lbs. per man. A 3,000-pound leeway is allowed each boat.

Changes in the Fleet

The dragger *Skelligolee*, which has been fishing out of New Bedford, is now fishing out of Gloucester. She is skippered by Capt. William Young, and is attached to the Superior Fillet Company fleet.

The *Uncle John*, which formerly fished out of New Bedford, will go mackerel seining out of Gloucester. She is owned by Capt. John Sinagra of Gloucester.

The gill netter *Agnes & Myrnie*, Capt. Axel Weideman, is being converted to dragging. She will go whiting fishing this Summer.

The seiner *Three Sisters*, has been sold by Capt. Lemuel R. Firth of Gloucester to Capt. Antonio Ritondo and Concetto Scuderi, also of Gloucester. The vessel is now mackerel seining under command of Capt. Ritondo. The craft will be converted to dragging after the seining season is over, and thus will become active all year-round instead of just during the seining season.

The name of the *Taormina*, owned by Capt. Lemuel R. Firth, has been changed to *Jean and Patricia*. The vessel will go mackerel seining under command of Capt. Stanley Baker.

"Raymonde" to Go Swordfishing

The fishing boat *Raymonde* has returned to Gloucester after 4½ years in the Navy, having been used as a patrol boat during the War. The vessel, which went halibuting out of Gloucester with Capt. C. Olson in command prior to the War, will go swordfishing under command of Capt. Matthew S. Sears. Following the end of the swordfishing season, the craft will go dragging.

Dragger Refueled from Air

The dragger *Hazel B.*, which ran out of fuel 110 miles south-east of Boston on April 3, was given aid the next day by a Coast Guard plane from Salem. Flying overhead, the plane dropped several barrels of fuel to the stricken vessel.



From left to right on the bow of the "P. K. Hunt" of Hampton, Va., shown below, are W. E. Mansfield, net man; J. O. Bunting, Captain and part owner; H. K. Hunt, part owner; M. H. Bearse, manager, Elizabeth City Ship Yard; W. H. Mansfield, Sr., mate; Marion King, fisherman; Edward Bradshaw, chief; and Wilber Gibbs, net man. Of Colley-Maier design, the boat has a 260 hp. Cooper-Bessemer Diesel, 60 x 40 Hyde propeller, 8 hp. Lister-Blackstone Diesel auxiliary, 110 volt Willard batteries, Hathaway winch, Kelvin-White compass, RCA direction finder and telephone, Fathometer, Shipmate range, Danforth anchors.

Virginia Commission to Plant Oyster Shells

Included among business discussed at the Virginia Fisheries Commission meeting, held on March 26, was a recommendation by Dr. Curtis L. Newcombe, director of the Virginia Fisheries Laboratory at Yorktown, for the planting of approximately 100,000 bushels of oyster shells in the James River and 45,000 bushels in the York River this year. The shell planting would be carried out in connection with the program for conserving and building up the State's seafood resources, which includes the planting of 400,000 bushels of oysters. The price of shells and other considerations would enter into determination of the size of the project, and a careful survey would be necessary to ascertain that no oyster producing rocks would be damaged by the shell planting.

The Commission approved the application of I. T. Ballard, Norfolk packer, for oyster ground rights in a 2,000 acre area near New Point and Horn Harbor, Chesapeake Bay. Action on the oyster ground application of T. D. McGinnes for 3,000 acres near Wind Mill Point, Chesapeake Bay, was postponed to a later date.

Shad and Herring

Several pound fishermen began fishing for shad and herring the first week in March in both Pocomoke and Tangier Sounds. They made good catches at first, but toward the middle of the month the fish became scarce. However, a big run of alewives appeared, and filled the Pocomoke traps to overflowing. Capt. Smith Parks caught 20,000 alewives from one pound.

Fishermen in Tangier Sound caught few alewives during March, but they caught other varieties. Capt. Will Parks, fishing two traps three miles south of Tangier Island, caught 80 boxes of croakers which sold for \$10.00 a box. Two miles north, fishermen made good catches of shad—from 80 to 140 to the gear.

Hampton Roads Catch Increases

The Hampton Roads fishing fleet, which is now moving to northern waters for the Summer fishing season, supplied the nation with approximately 11,000,000 lbs. of fresh fish in 1945, most of which was sold to northern and southeastern markets. Although fish were actually scarcer, production showed a slight increase over the War years when the trawler fleet was hampered by restrictions imposed by the Army, Navy, and Coast Guard.

Local shippers attributed this increase to the fact that last year's fleet, approximately 55 vessels, was the largest to operate in local waters since prior to the War. Prices averaged about the same as during the War years.

Sea bass, flounder, trout, rock, herring and mackerel, which composed the catch for the most part during the Winter season, will now be replaced by croakers and spots, and commercial fishing in the area will be confined largely to pound net catches.

Billingsley Named to Commission

Joseph A. Billingsley of King George was recently appointed to the Virginia Fisheries Commission to succeed Charles E. Stuart of Stratford, while George W. Layman of Newcastle was reappointed to the Commission. Charles M. Lankford, Jr., Franktown, is chairman of the Commission, and the remaining two



members are R. A. Edwards of Smithfield and Paul Crockett of York.

Seek Harbor at Deep Creek

The Deep Creek Civic League has started circulation of a petition requesting Warwick County to apply for funds for the dredging of a commercial boat harbor from the basin at Deep Creek. At the present time oystermen are unable to transfer crabs from their craft to the shore efficiently. Larger and more substantial piers would enable oystermen to load their oysters into trucks.

Menhaden Catch Shows Increase

The 100-year-old Virginia menhaden industry, which has headquarters at Reedville, furnished the nation with approximately 89,944,000 lbs. of dry scrap and oil, valued at \$1,160,000 last year, as compared to 77,150,000 lbs. valued at \$800,000 during 1944. Prices remained fairly steady during the War, and at present the demand far exceeds the supply.

Five fish reduction plants and 13 menhaden vessels operated at Reedville during 1945.

Crab Potting

Approximately 7,000 crab pots will be fished in Tangier waters this Summer. At present there are hundreds of crab pots catching crabs in Tangier coves and creeks. Walter Crockett recently caught 17 barrels of hard crabs in one week and sold them for \$10.00 a barrel.

"Cherokee" Towed to Port

The fishing boat *Cherokee* was towed into Hampton Roads on March 23 by the Coast Guard Cutter *Chayaboga*, after her screw had been smashed by a dory. The vessel has a crew of six men, none of whom was injured. She will be repaired at the Moon Shipyard, Norfolk.

Norfolk Area Landings

Norfolk area landings for March were 3,166,000 lbs., showing a decrease of 1,193,000 lbs. from February landings, and a 859,000-pound decrease from March, 1945, landings. Crab landings, which totalled 1,386,000 lbs., led the varieties, followed by scup, with 1,159,000 lbs.; and sea bass, with 92,000 lbs. Landings were made on 20 days of the month.

Florida Seeks Uniform Closed Mullet Season

More than 300 commercial fishermen, representing 42 Florida branches of the Gulf Coast District Fishermen's Union, attended the first state-wide convention of the organization, held at Treasure Island from March 18 to 21. Resolutions adopted by the group included a proposal which requests the Legislature to set a state-wide closed season on mullet, from December 10 to January 20. At present certain north Florida areas are exempted from the closed season.

The Union also passed resolutions asking the Legislature to enact the following: to extend the closed season on crawfish to include the period from March 1 to August 1, to change the existing minimum size on crawfish from one pound to 9", to prohibit gigging or other mutilation of crawfish, to prohibit striking for kingfish with any type of net, and to make it unlawful to pull or haul any net in enclosed waters other than by hand.

The Union approved a new master contract which will be submitted to all Florida seafood dealers, and decided to inaugurate a drive to have all seafood workers join the Union.

M. D. Biggs, St. Petersburg, was elected secretary-treasurer of the organization, while F. L. Routh was elected lower east coast representative and Grady Black was named upper west coast representative. The post of lower west coast representative was left vacant temporarily.

Anticipate Good Mackerel Season

Prospects for a heavy run of mackerel this season in Florida are better than average. Buck Rousseau of St. Petersburg recently reported a catch of 68,000 lbs., and fishermen coming up the coast have brought back large hauls. Scattered catches of fish were made in Tampa Bay during the latter part of March.

"Isaac S. Boles" Makes Good Catch

The *Isaac S. Boles*, skippered by Capt. Harvey Fidler, landed a record catch of 23,000 lbs. of snapper and grouper at Panama City recently after a 12-day trip. Each member of the crew received \$215, said to be one of the largest single shares ever made in Bay County.

Tri-State Group Discusses Shrimp

The Commissioners of the South Atlantic Section of the Atlantic States Marine Fisheries Commission, which includes the States of South Carolina, Georgia and Florida, held a meeting at St. Augustine on March 25, for the purpose of discussing legislation to forestall a reduction in the shrimp supply. Certain basic principles for the joint management of the industry were agreed upon, and the Commission plans to develop legislation embodying these principles for submission at a meeting to be held at Charleston, S. C.

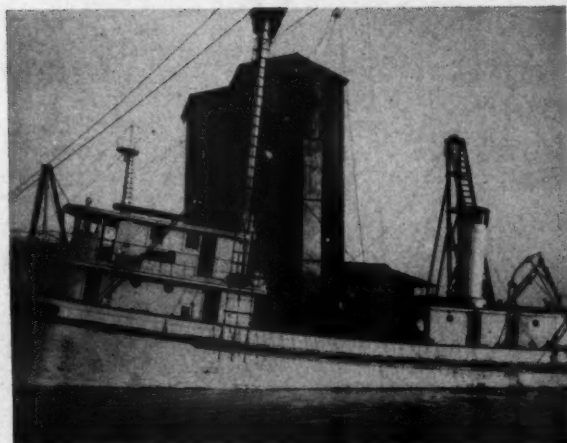
The group adopted a resolution asking the continued exemption of the fishing industry from the wage and hour section of the Fair Trade Practices Act. According to Rep. W. E. Hancock, chairman of the group, exemption of the industry is necessary because of the impossibility of predicting the volume of stock to be handled, the perishable nature of the product, and the fact that the industry has operated on a piece-work basis for many years.

Tarpon Springs Sponge Sales

Sales on the Tarpon Springs Sponge Exchange for the month of March totalled \$117,104.19, for 1,241 bunches of sponges. The quantity in bunches and value of the various types was as follows: wool, large, 63, \$29,265.63; wool, extra-medium, medium and small, 89, \$17,012.14; rags, wool, large, 85, \$19,275.92; rags, extra-medium, medium and small, 377, \$35,581.48; yellow, 176, \$5,611.89; and grass, 451, \$10,357.13.

Sponge sales for the first three months of the year totalled \$819,324.29, received for 7,047 bunches of sponges.

The 40-year-old Tarpon Springs industry, which only six years ago faced a virtual shutdown due to a disease which threatened to ruin the beds, anticipates a record season this year.



The menhaden vessel "Benjamin L. Bishop" being unloaded by conveyor at a North Carolina plant. The vessel is owned by Atlantic Navigation Co. of New York City, has a capacity of 400,000 lbs., is equipped with a 240 hp. Fairbanks-Morse Diesel and Gold Medal nets, and is skippered by Capt. Charlie Mason.

Good times began in 1941, and since that time many spongers who started as deckhands and divers have purchased their own boats. Among those planning to buy a boat is John Theios, who has been diving since 1937.

Sponges are smaller and scarcer than they were formerly, but it is not unusual for a boat to come in from a 20-day trip with a \$10,000 catch. Divided according to the share system, this would give a deckhand \$870; engineer, \$1087; diver, \$1740; and boat owner, \$2,392.

Usually two shares each are paid cooks, life line tenders and deckhands. Divers get between $3\frac{1}{2}$ and $5\frac{1}{2}$ shares, and boat owners keep from $5\frac{1}{2}$ to 6 shares.

Catfish Season Delayed

East Pass fishermen caught more than 6,000 lbs. of catfish the week of March 11, with one day's catch totalling 4,500 lbs. The catfish season has been delayed this year, partly due to bad weather. Three dealers, Spence Brothers and Niceville Fish Co., Niceville, and the Fort Walton Ice and Seafoods Co., Fort Walton, are handling the catches.

"Miss Eleanor" Destroyed by Fire

The *Miss Eleanor*, a shrimp boat owned by Carey M. Smith of the Tropic Seafood Co., Fernandina, was totally destroyed by fire on March 9. Only the wheel, shaft and stuffing boxes can be salvaged. The loss was placed at \$8,000.

Vessel Launched for Maltezo

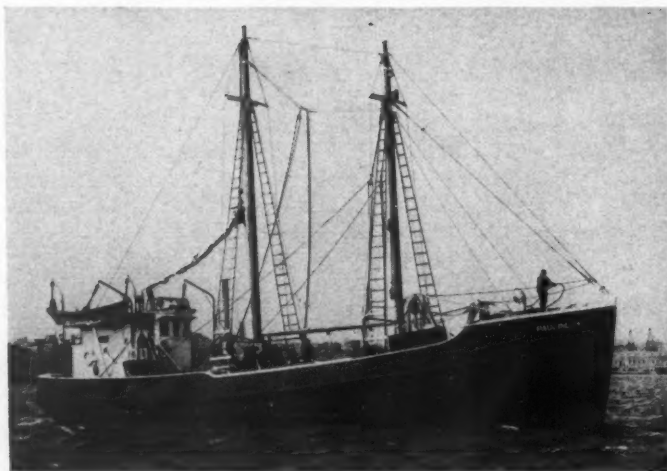
The 47' fishing boat *Sweetheart* was launched by C. C. Thompson of Destin recently for Nick Maltezo of Destin. The vessel was christened by Mrs. Nick Maltezo. Thompson plans to build four more fishing vessels.

Seining Barred in St. Johns River

Seiners, netters and trappers are barred from the "salt water" portion of the St. Johns River from April 1 to June 1, under a law passed by the 1945 Legislature. However, mullet may be taken in the area north of the Memorial Bridge at Palatka, and shad and herring may be netted until April 15. The closed season on shad and herring will continue until December 15.

"Post" Carries Story on Catfish

The March 23 issue of *Saturday Evening Post* featured a story entitled "The Catfish Is King in Dixie", by John Maloney, who states that the growing popularity of catfish as a food has made a million dollar industry out of catfishing in Florida's Lake George. Wholesalers in the region shipped 2,850,000 lbs. of fish during the last nine months' season, according to the article.



The new 90' New Bedford dragger "Pauline H."; and her owners, Lawrence F. Hughes (left) and Capt. John J. Barron.



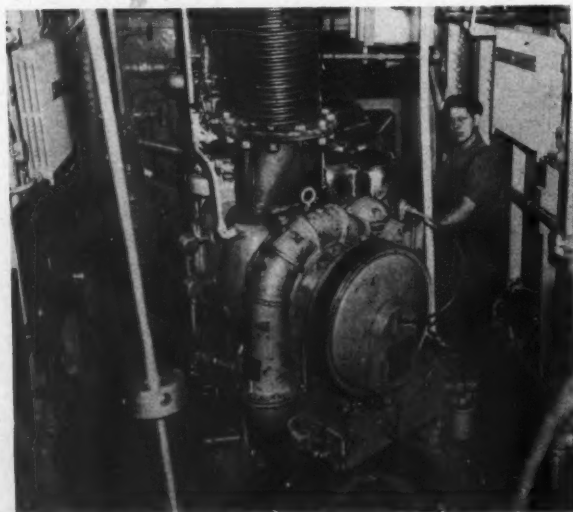
Dragger "Pauline H." Joins New Bedford Fleet

The 90' x 21'6" x 10' dragger *Pauline H.*, owned by Lawrence F. Hughes and Capt. John J. Barron, recently joined the New Bedford fleet. Designed and built by Casey Boat Building Co., Fairhaven, Mass., the vessel is similar to the *Louise* which was turned out by the yard a year ago. However, the new one is schooner rigged, and her fuel capacity has been increased to 5300 gallons.

The *Pauline H.* has 8 bunks forward, 2 aft and 1 in the deck house. She is framed with double sawn 4 1/4" oak, and planked with 2 1/2" oak below the waterline and with hard pine above. She is painted with International paints. Her fish hold will carry 160,000 lbs.

The vessel is powered with a DMX36 Turbo-charged Enterprise Diesel rated 350 hp. at 350 rpm. The engine is fitted with a Maxim silencer, and swings a 60 x 38 Columbian propeller on a 6" Tobin bronze shaft, giving the vessel a speed of 9 1/2 knots.

The auxiliary set is an EHS-5-110 Deseco unit comprising an 8'hp. Lister-Blackstone Diesel connected to a 5 kw. Imperial generator and operating a Goulds pump and Curtis compressor



Engineer Chester Mackay and the 350 hp. Turbo-charged Enterprise Diesel on the "Pauline H."

through Kinney clutches. The switchboard is of Deseco make and the batteries are 110 volt Exide.

For bilge service, there is an electrically driven, all-bronze Viking rotary pump, while the deck wash pump is an electrically driven, all-bronze Weinman centrifugal unit. There are two No. 3 Edson hand deck pumps.

The vessel is furnished with a 639-40 Hathaway winch driven from the main engine through a Kinney clutch, 250 lb. Danforth anchor, New England 5 hp. hoist, and Shipmate oil-burning galley range. Pilot house equipment includes a Kelvin-White compass, Bludworth direction finder, Submarine Signal Fathometer, Lothrop fog horn, Kahlenberg air horn and RCA 75 watt, Model ET-8012-D radio telephone.

Casey Boat Building Co. has started construction of a 100' dragger for Russell Grinnell, Jr. of Providence, R. I. which will be powered with a 400 hp. Atlas Diesel.

Union Signs New Bedford Boats

New Bedford Union members and boat owners signed a new contract affecting the entire Acushnet River fishing fleet on April 3. The contract terminates October 14, 1947, and marks the first time that the entire fleet has been included in agreements with the same termination date. The agreement covers approximately 1,200 fishermen and between 200 and 250 boats. The following covers the main provisions of the contract.

The first agreement, the "clear-40", for vessels generally over 51 tons, has the following clauses: "The owner agrees to operate his vessel fishing continually throughout the term of this agreement, and only under the 60-40 lay.

"After deduction of the following items from the gross stock, the crew shall receive 60 percent of the remaining stock: for four months; chief engineer, \$15 a trip; second engineer, \$10; mate, \$10; fathometer, \$1.50 a day when in use; lumps; and watch.

"Deductions from the crew's share of 60 percent shall include groceries; cook, \$10 a trip; fuel oil; lubrication oil; and ice for the balance of the year.

"In fitting out vessels, any member of the crew performing any work whatever shall be entitled to compensation for such work at the rate of \$10 a day, for a work day of not more than eight hours. Members of the crew shall not land, take on gear nor move the boat without such compensation.

The second agreement, the "broken-40," applying to vessels generally under 51 tons, has the following clauses:

"After all deductions have been taken from the gross stock, the boat shall take 40 percent of the remaining stock. Only groceries shall be deducted from the crew's share of 60 percent.

"No crew member shall perform any work that is ordinarily under the jurisdiction of any trade union on any boat when the boat is in the shipyard or at a machine shop for repairs, without recompense."

The "65-35" agreement, applying to scallopers, is the same as last year's.

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Maine Sardine Packers Seek Higher Ceilings

As the result of several Washington conferences between Maine sardine packers and OPA officials early in April regarding ceiling prices on sardines, a six-man advisory board from Maine will be set up by the OPA to handle negotiations with that agency. The personnel of the board will consist of men actively engaged in the industry, whether managers, executives, fishermen or dealers. It was agreed that the large, intermediate and small packers would be represented, and that at least one member should come from outside the organized packers.

The action of the packers followed a meeting held at Bangor on March 30, at which time they were advised that the Government would take 45% of the 1946 pack, at the price paid last year. This price was not acceptable to the packers, who pending an agreement as to price, may pack but cannot sell any goods to private buyers since the Government's requirements must be filled first.

Present at the Washington conferences were Glenn Lawrence, Belfast; Calvin Stinson, Prospect Harbor; Milroy Warren and Frank Pike, Lubec; James Abernethy, West Pembroke; Miss Ethel Gilbert, head of the OPA Council for Industrial Cooperation; Milton Dallen, OPA Food Advisory Committee; L. L. Long, OPA Fish Section; and members of the Maine delegation in Congress.

To Increase Lobster Output

Governor Horace A. Hildreth and the Executive Council recently authorized the transfer of \$2,000 from the State contingent fund to the Sea and Shore Fisheries Department to defray costs of reconditioning the equipment of the Boothbay Harbor lobster rearing station. The annual output of the lobster station is then expected to be increased from 650,000 to 850,000 fourth-stage lobsters.

Rockland Plant Opens

The Rockland processing plant of General Seafoods Corp., which is temporarily housed in the former William Underwood building, expected to begin packing activities the latter part of March. Ten draggers were expected to discharge fares at the plant, which has a daily capacity of 125,000 lbs.

Frank Perry of Boston will be plant manager, with Rodney Feyler of Thomaston as production manager and his son Richard as general plant foreman.

"Geographic" Story on Lobsters

The April issue of the *National Geographic Magazine* devoted 20 pages of copy and 19 photographs to a comprehensive biogra-

Superior Fish Elects Officers

At the first meeting of the newly-elected board of directors of Superior Fish, Ltd., and Superior Fillets, Inc., New Bedford, Francis R. Dalton was elected president of both concerns and Robert J. Miller was elected treasurer.

Mr. Dalton recently was discharged from the Army. He was attached to the Perishable Subsistence Branch, Office of the Quartermaster General, Chicago, serving as Army fish buyer. Mr. Miller is assistant secretary of Bankers Commercial Corp., New York City.

Directors are Rufus Foster, of Sullivan & Foster, New Bedford; R. L. Gordon, vice-president of Lawrence Warehouse Co., New York City; and Dalton and Miller.

Smith Heads General Cold Storage

Walter R. Smith, president of Seaview Fish Co., has been elected president of General Ice & Cold Storage Corp., New Bedford. Smith, who is well known in fishing and cold storage circles throughout New England, has spent 34 years in the field. For nearly 20 years he was a partner in the firm of O'Hara Bros. Co. of Boston and Gloucester, and for 10 years was a stockholder and director of the New England Fish Exchange and the Wholesale Fish Dealers Credit Assoc. At present he is a stockholder and director of the Massachusetts Fish, Ice & Cold Storage Co.



Left to right, Gov. Horace Hildreth; H. Roy Penzell, president of Air Cargo Transport Corp.; and Maine Sea & Shore Fisheries Commissioner, Richard E. Reed, inspecting part of a 5000 lb. New York air shipment of lobsters that were packed in 50-lb. moisture proof containers which require no refrigeration.

phy of the lobster, from the time it is hatched until it winds up on the dinner table.

The article, written by John D. Lucas and illustrated with photographs by John Fletcher, deals with the subject in the form of an interview during a trip with a Casco Bay lobsterman. The story unfolds as the trip progresses, and by the time the last trap has been hauled, the fisherman has given the writer a complete picture of the shellfish. The Maine Development Commission assisted in the gathering and preparation of the material.

Sardine Packers Discuss Self-Tax

At a meeting of Maine sardine packers, held at Augusta, on March 15, a plan for a self-tax to finance a research and promotional program for the industry was discussed. Packers would pay a small assessment for each case of sardines packed, and the total amount would be expended under the direction of a committee representing the industry.

A. W. Anderson, director of the Commercial Fisheries Division of the Fish and Wildlife Service, said that his department would make available to Maine packers a mobile laboratory to test sardine packs with a view to improving the quality. He added that the objectives of the Service are to help Maine packers maintain quality, improve methods of preparation, study the extraction of edible oil, work on the development of a rapid and efficient smoking process, develop diversified products, and study means of grading fish by size.

Portland Fleet Gets Addition

The 95' dragger *Nautilus* has been purchased by Portland parties from New Bedford owners, and will be operated in red-fishing for the Mid-Central Fish Co., under command of Capt. Horace S. Osier. The craft has a capacity of 150,000 lbs. of fish.

Paulson Orders Steel Dragger

Capt. Harold Paulson of Cape Elizabeth, Me., has ordered a 96'6" dragger from Sturgeon Bay Shipbuilding & Dry Dock Co., Sturgeon Bay, Wisconsin. The vessel will be powered with a DMG36 Turbo-charged Enterprise Diesel, rated 562 hp. at 350 rpm., and will have space for 18 crew members, 201,000 lbs. of fish and 7500 gallons of fuel oil. Delivery is scheduled for September 15.

Sheppard Appoints Harbor Supply

R. H. Sheppard Co., Inc. has appointed Harbor Supply Oil Co., Inc., Portland, as distributors of Sheppard Diesel marine engines and auxiliaries. A complete line of spare parts will be carried to insure prompt, efficient service to purchasers and users of Sheppard Diesels. Stock and service facilities will be maintained under the direction of Ralph Bailey.

Southworth Made Universal Distributor

Southworth Machine Co., Portland, has been appointed State of Maine distributor for Universal marine engines and light plants. They will maintain a complete stock of parts for the Universal line, which includes gasoline models ranging from 8 to 141 hp. and light plants from 850 watts to 25 kw.



The 41' x 12'4" tug "Lois-Marie" owned by Carl A. Frans and Helmer A. Nordbotten both of Manistique, Mich. She is powered by a Kahlenberg 30-36 hp. Diesel engine and uses a Crossley net lifter.

Great Lakes-Canadian Treaty Signed

A treaty between the United States and Canada for the development, protection and conservation of Great Lakes fisheries was signed by representatives of the two countries at Washington on April 2. The treaty is the result of a study of methods of conserving and developing Great Lakes fish, begun in 1940 by the International Board of Inquiry.

The Board has made investigations, which included 29 public hearings, and in August, 1942 submitted its report and recommendations to the Governments of the United States and Canada. It was apparent from the Board's report and from studies by Government officials, that measures with respect to the fisheries of the Great Lakes could be made effective only through coordinated action of the two Governments concerned, and a joint treaty was recommended.

Smelt Fishing Improving

The first major smelt runs in Michigan since 1943, when a mysterious disease swept through the Great Lakes killing millions of the fish, took place in Whitney Drain, 10 miles south of Tawas, and in Thunder Bay River at Alpena during April.

Some smelt dipping was reported at Cold Creek near Beulah, where the smelt averaged a half dozen to the pound. The report from Beulah is similar to that from points on the Wisconsin side of Lake Michigan—that smelt are slowly making a comeback, and that shipments by commercial fishermen are increasing gradually.

Association Obtains Injunction

As the result of action by the White Fish Bay Fishermen's Association, a temporary injunction has been issued restraining the Michigan Conservation Department from confiscating 2 1/4" gill nets. Fishermen maintain that the gill nets they are using catch herring which run about 2 fish to the pound, whereas pound net fishermen catch herring that run as high as 22 fish to the pound.

The injunction was obtained by the Association following the recent confiscation by the Conservation Department of gill nets in the Brimley-Whitefish area, one of the last regions to be visited by conservation officers. The nets were confiscated in conformity with a law adopted by the Michigan Legislature in 1945, which provides that 2 1/4" mesh herring nets are illegal.

Fire Damages Two Fisheries

Three buildings of the J. L. Brown Fish Co., near Alabaster, Mich., on Saginaw Bay were destroyed by fire on April 2. A large twine house, in which thousands of dollars worth of nets were stored, a fuel storage building, an ice house and three scows were destroyed. Damage was estimated at \$50,000.

Two buildings, two barges and some twine were destroyed in a fire at the Mathews Fishery, Oscoda on the same day. Damages were estimated at \$10,000.

Vermilion, Ohio, Has Large Fleet

The Vermilion, Ohio fishing season opened the week of March 18, with the largest fleet out in several years. Although lifts were light, the fish were of good quality. The main species caught were sauger, pike, perch and yellow pickerel.

Seven boats are fishing for the Kishman Fish Co. this season, including four trap boats, the *H. B. Kishman*, *Edward K.*, *Leiter K.*, and *William E.*, skippered by Bill Eberle; one gill netter, skippered by Perce Lumley; the *Beatrice A.*, owned by Russell Appeman and skippered by Carl Leidheiser; and the *Rose A.*, skippered by Russell Appeman.

Boats working for the Vermilion Fisheries include the *Henry L.*, skippered by George Leidheiser; *Martha*, skippered by Lloyd Leidheiser; and *George L.*, skippered by George Groti.

The Parsons Fish Co., the Whitehurst Fisheries and the Woodchuck Fisheries, each have one boat fishing for them.

Other boats bringing fish into Vermilion include the *Ethel S.* of the Circle Fish Co., Erie, Pa., and the *Ethel J.* and *Ruth E.* of the Barcelona Fish Co., Barcelona, N. Y.

The 14 boats which fish out of Huron have been making good lifts recently. Perch and pickerel make up most of the catch.

Two Boats Launched for Parsons

Two welded steel fishing boats, the *Pat* and the *Alma 3rd*, were launched recently by Andrew Marks and William Smith, Vermilion, Ohio boatbuilders, for Parsons Fish Co., Vermilion. The *Pat* is 38' in length, has an 11'6" beam, and is powered by a 96 hp. Chrysler engine; while the *Alma 3rd* is 50' x 12'6" and is equipped with a 140 hp. Chrysler engine.

Marks and Smith are building two 35' x 11' welded steel fishing vessels for Martin Hosko of Toledo.

To Continue Pound Net Rule Waiver

The moratorium on enforcement of pound net regulations in Lake Michigan, which was scheduled to expire on July 1 of this year, will be continued until October 10, 1947, according to a recent announcement by the Wisconsin Conservation Commission. It was explained that if State regulations were enforced this year, they might conflict with Federal regulations expected to be adopted as the result of the treaty between the United States and Canada.

Flexible Import Control

(Continued from page 24)

of helpful action which would serve to keep the price of the product in line with those of other food producing industries, and it would benefit indirectly from any government action serving to maintain or increase agricultural prices.

Since fish competes directly with agricultural products, particularly eggs, this plan will indirectly benefit the farmer by preventing the flooding of our markets with foreign fish at prices with which the farmer cannot compete, without dropping the price of his products to correspondingly low levels.

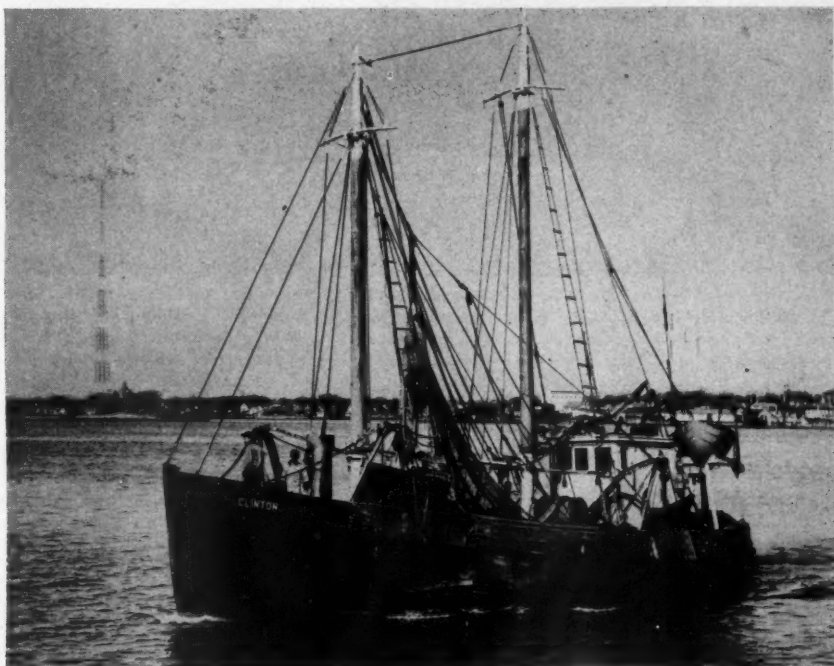
In spite of several years of unparalleled prosperity, the United States fishing industry now occupies a precarious and vulnerable position. The country as a whole is becoming increasingly conscious of the necessity of working out improved trade and economic relations with our neighbor nations. Yet it is obvious that if we open our markets without restrictions to the fish produced by these countries, under subsidies and labor conditions with which we cannot and do not wish to compete, our principal fisheries, at least those producing fresh and frozen fish, are doomed as major industries. It is incumbent on the fishing industry to work out some program acceptable to the country at large, which will yield the industry reasonable protection while our markets are being expanded to absorb more fish, and the living standards of the fishermen of our neighbor nations are in transition from their present level to that which we now enjoy. It also would appear to be incumbent on our neighbor nations, who wish to profit from our markets, to cooperate with our industry in achieving a solution. Glutted markets during the next few years by a great influx of foreign fish, will not be conducive either to the success of our hoped-for, postwar, full-employment program, nor will it help our international relations.

WOLVERINE DIESELS

Are Known for Giving Long, Dependable Service

The Dragger
"CLINTON"
of New Bedford

Powered with a
100 hp.
WOLVERINE
That has given
11 years
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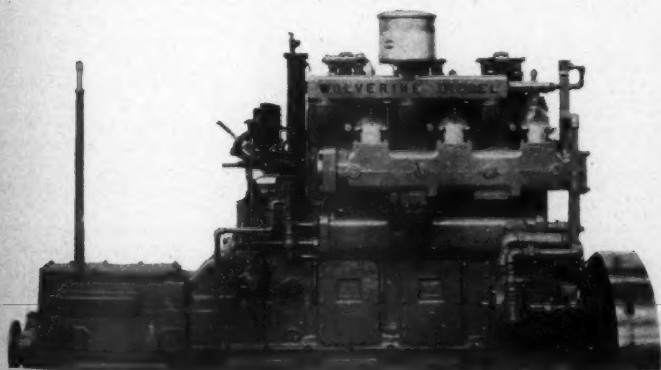


As many individual and fleet operators know by experience, Wolverine Diesels give dependable, trouble-free service and have exceptionally long life.

One of these operators is Correia and Sons of New Bedford, Mass., who have three draggers

powered with 100 hp., 360 rpm. Wolverine Diesels.

These engines have given 16 years of continuous service in the "Mary E. D'Eon", 11 years in the "Clinton", and 10 years in the "Marie & Katherine".



NEW WOLVERINE MODELS

A new line of improved, modern Wolverine Diesels is now offered in 3, 4, 5 and 6 cylinder sizes, operating from 420 to 620 rpm. with 75 to 210 hp.

Illustrated is the three cylinder model, rated 75-105 hp. at 420 to 620 rpm., with 8½" bore and 10½" stroke. The engine is fitted with silent, fully-enclosed automatically pressure lubricated Wolverine reversing clutch.

Write for Bulletin No. 245

WOLVERINE MOTOR WORKS, INC.

Union Avenue

Bridgeport 2, Conn.

DEPENDABLE MARINE POWER FOR OVER FIFTY YEARS



The 141' steel trawler "Fearless" just before her recent launching by John H. Mathis Co., Camden, N. J. First of two sister ships, she is owned by Atlantic Coast Fisheries Co., Boston, Mass. and will be powered with an 805 hp. Fairbanks-Morse Diesel. At right, members of the launching party, showing from left to



right at top, Milton Fisher, Sales Manager for Mathis; W. E. Robinson, President of the yard; Mrs. George J. Davidson, sponsor; bottom: George J. Davidson, Production and Marine Manager for Atlantic Coast; W. K. Maier, Colley-Maier, Inc. the designers; and E. W. Robinson, Vice President of the yard.

Massachusetts Shellfish Bills

The Massachusetts legislative committee on conservation has reported favorably a bill authorizing the expenditure of \$80,000 over a two-year period for restoring depleted sources of shellfish.

The committee also recommended a bill authorizing the establishment and maintenance of two experimental stations for the propagation of lobsters and shellfish, with a \$58,000 appropriation.

Another bill reported favorably, was one appropriating \$45,000 for the establishment of three plants for the purification of shellfish, one near Boston, another in Essex county and a third in Bristol county. The department would also be empowered to take over the operation of the plant at Newburyport.

Shellfish Restrictions Lifted

The Orleans Board of Selectmen removed restrictions on the amount of shellfish to be taken and on the number of days for taking shellfish by long raking methods in the Meeting House River, effective March 18. Long raking is still forbidden, however, within those areas ordinarily reserved for scratching.

First Blackback Flounder Catch

Capt. Rasmus Klimm of Hyannis brought in approximately 900 lbs., or 7 boxes of blackback flounders on March 27, the first catch of the season. Although the catch was made later than last year's first haul, only five boxes were brought in last year.

Flounder Fry Planted

For the first time since 1941, flounder fry have been liberated in Orleans waters. Ten million of such fry, from the Woods Hole Fish & Wildlife Service Laboratory, were liberated recently in the Town Cove, Meeting House Pond, Lonnie's Pond and Joe Arey's Pond. The same amount of fry was planted in Provincetown waters, inside Long Point.

New Engine for "Annabelle R."

The *Annabelle R.* of Provincetown is being repowered with a 171 hp. Buda Diesel sold by Rapp-Huckins Co. fitted with Twin Disc 2:1 reduction gear and front power take off and Columbian pilot house clutch control.

L. C. Monahan Dies

Leonard C. Monahan, 55, vice president and sales manager of 40-Fathom Fish, Inc., died on April 5. He entered the fish business as a salesman with Bay State Fishing Co. and served as sales manager of its subsidiary Beacon Fisheries Co. from 1928-1932. Following that he was sales manager of Bay State until it was purchased by General Seafoods Corp. in 1938, at which time he became sales manager of 40-Fathom Fish.

Eastland Co. Buys Herring Rights

The Eastland Foods Co., New Bedford, has purchased the joint herring rights of the Towns of Middleboro and Lakeville in the Nemasket River from March 1 until June 15. Operations started on March 18, and a catch of 25 barrels was taken. Fishing is allowed during the first four days of each week.

Quincy Engine Co. Has New Lines

Quincy Engine Co., 681 Southern Artery, Quincy, Mass., has been appointed manufacturers' agents for American Hammer piston rings and Columbian Bronze propellers. They also are distributors of Scripps marine engines and Hallett Diesel engines. The Company offers complete engine rebuilding and piston ring installation service.

Mississippi Building Active

A total of twenty-two fishing boats are under construction at Biloxi, Miss. A. W. Covacevich Co. is building four boats, including two 48' luggers, one for Victory Packing Co., and the other for Oral Covacevich; one 60' Florida-type shrimp boat for Charles Gutierrez; and a 55' Biloxi-type fishing boat for Graham Seafood Co., Bayou La Batre, Ala.

Biloxi Canning & Packing Co. is building a 52' Biloxi-type shrimp boat; Southern Shellfish Co. has a 52' oyster and shrimp boat under construction; and Biloxi Union Fisheries is building a 47' shrimp boat. Dorgan Packing Co. has a 56' shrimp boat and a 39' shrimp and oyster boat under construction, while Biloxi Seafood & Packing Co. is building two shrimp boats, one 40' in length, and the other 55'.

Francis Brander is building two fishing boats, one a 50-footer with a General Motors Diesel for the Tony Pipire Fish Co. Galveston, Texas; and the other a 60-footer for the Calumet Muchowich Fish Co., Freeport, Texas, to be powered with a Fairbanks-Morse Diesel. Nick A. Misko is building three 50' shrimp and oyster boats. Two of these are for Charles Gutierrez, while the other is for Kuluz Brothers Packing Co. Ray Alolp and his son are building a knuckle bottom shrimp boat.

Toche Boat Builders are constructing a 36' combination fishing and pleasure boat for an Oak Vale owner, and a 65' fishing boat for the C. C. Company. The latter vessel will be named *Boy Toche*, and will be powered with a 115 hp. Caterpillar Diesel engine. Fayard Brothers, D'Iberville, are building a 50' shrimp boat for Steve Sekul of Sea Coast Packing Co., and a 50' shrimp boat for Bernard Taltavull of Biloxi Canning & Packing Co.

Early this month, Isom Brashier completed the 61' shrimp boat *Caroline Rose*, which is owned by Doty Fournier, and powered by a 120 hp. Caterpillar Diesel.

GLOUCESTER DRAGGER "IRMA VIRGINIA"

Powered with CATERPILLAR DIESEL

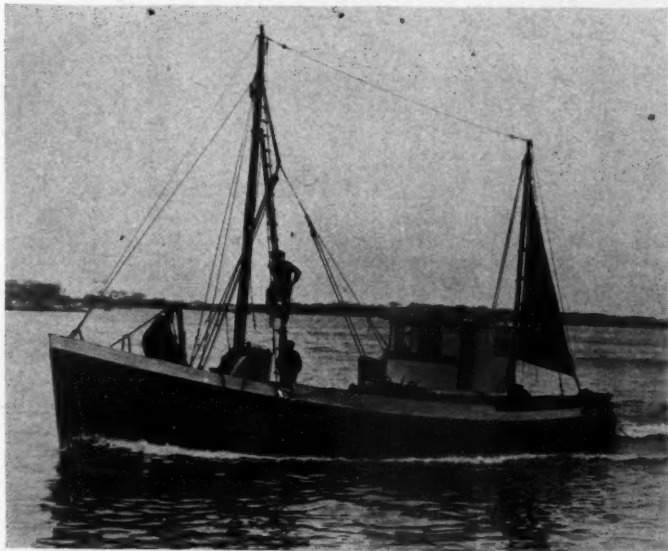
The 52 ft. Gloucester dragger "Irma Virginia", owned by Captain Sam Frontierro, is powered with a Model D13000 Caterpillar Diesel marine engine, with 2:1 reduction gear.

For Information Call or Write

PERKINS-EATON MACHINERY CO.

376 Dorchester Ave., Boston 27, Mass.

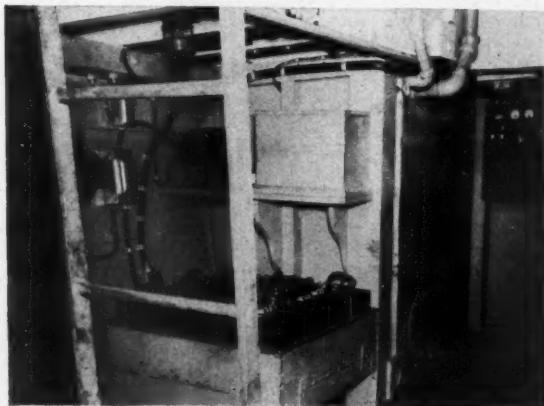
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MARINE RAILWAY & REPAIR CO.

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We Specialize in Electrical Installation in Fishing Vessels.

BUILDERS & REPAIRERS OF COMMERCIAL VESSELS OF STEEL OR WOOD

1200 Ton - 350 Ton & 75 Ton Marine Railways

1000 Ton Lateral Transfer Table — 580 Foot Fitting-out Pier

Most Up to Date Machine Shop - Pipe Shop - Plate Shop & Woodworking Shops



The 50' fish net run boat "Tech" owned by W. B. Fairbank of Sparrows Point, Md. She has a speed of 12 knots and is equipped with a Hyde propeller, Exide batteries, Columbian rope and Ederer nets.

Maryland Oyster Catch Shows Increase

Maryland oyster production during the period from September 1 to the end of February was more than 2,000,000 bushels, according to the Tidewater Fisheries Commission. This amount represents an increase of 155,000 bushels over the 1944-45 catch. The increase was general in all sections of the Bay except in the upper part, especially off Kent and Anne Arundel Counties, where the bars were not worked extensively because of the poor condition of the oysters.

The Commission expects to plant 850,000 bushels of shells and slightly more than 400,000 bushels of seed oysters in Chesapeake Bay and its tributaries this year, if sufficient labor and boats are available. This compares with approximately 1,000,000 bushels of shells and 100,000 bushels of seed oysters planted last year.

Commercial Fishermen Organize

The Maryland Commercial Fishermen's Association was organized at Annapolis recently to promote, encourage and facilitate the orderly and efficient production, distribution and conservation of fishery products. The organization is an outgrowth of the Fishermen's Advisory Committee, which was formed 5 years ago. The permanent policy, committees and officers are to be chosen on a county level to assure State-wide participation in the Association's activities.

Temporary officers are as follows: president, Carroll Jackson, Tilghman's Island; vice-president, T. A. Colburn, Tilghman's Island; secretary-treasurer, George Ball, Eastport; secretary, Henry Harvey, North East; executive secretary, Gilbert H. Moore, Baltimore; and D. F. Beck, Middle River and Joseph L. Henderson, St. George's Island, executive committee members.

Seed for Planters

Martin's Point Bar in St. Mary's River was opened April 1 for the taking of oysters to be sold to private planters. The oysters on the bar were grown on shells that were planted by the State in 1943. They range in size from 2 to 3", and the count is approximately 500 oysters per bushel.

The seed can be sold to any Maryland lessee, but cannot be transplanted out of the State. A tax of 10c per bushel will be collected to defray the cost of reselling the area.

Control of Depleted Beds

The authority of the Department of Tidewater Fisheries over depleted oyster beds in the Maryland area of the Chesapeake Bay has been established decisively by an opinion recently handed down by the Court of Appeals. Differing from a theory held for generations by Maryland oystermen that "once a natural oyster bar, always a natural oyster bar," with the Department of Conservation and the Commission lacking power to alter the status of natural bars on their charts, the Court

held that the Department has control of natural oyster beds when they have become depleted.

Ocean City Industry Active

In preparation for an early run of fish along the Maryland coast, Davis & Lynch Fish Co., Simpson Bros. Fish Co., and Elliott Fish Co., Ocean City, are setting up 17 offshore fish pound rigs. The rigs will be located from two to four miles offshore.

Capt. John Martin of Ocean City has purchased an 85' vessel from the Crisfield Coast Guard Unit. The craft is now being converted for fishing.

Two Reconverted Trawlers

(Continued from page 27)

welded to either side of the mast legs where they join the cross beam, thus providing exceptionally solid construction which will withstand any strain from trawling operations. Another cross member is placed below the apex of the mast, from which extends the top vertical section of the mast. Further strengthening is provided by two braces extending between the half-way position on the mast legs and the whaleback.

An engine room exit has been made in the starboard side of the deck house to replace the old escape hatch which originally was located in the aft end of the captain's stateroom. A shower has been installed in the upper engine room for the convenience of crew members quartered below the galley.

The interior of the galley has been completely sheathed with light colored plywood as have the walls of the 4 cabins directly below which accommodate the mate, chief engineer, cook and assistant engineer. Each of these cabins is comfortably arranged with a bunk, locker, wash basin and wall-table. All quarters throughout the vessels have been insulated with glass wool.

In both ships, the main engines are still the original Model 7 Fairbanks-Morse 7 cylinder, 2 cycle, 14 x 17, pump scavenging direct reversible, 735 hp., 300 rpm. Diesels.

Each of the vessels has a new 6 cylinder, 90 hp. General Motors auxiliary Diesel direct connected to a 60 kw. Allis-Chalmers generator, which were installed by the Navy and are more than double the size of the equipment they replaced.

In addition, the *Flying Cloud* has a new 25 kw. General Motors auxiliary set and the other vessel has a Fairbanks-Morse unit of the same size. Both of the generating plants on each vessel are used for ship's lighting and general service.

The power for the electrically operated winches is provided by a 90 kw. Diehl generator direct connected to the main engine. The *Flying Cloud* has a New England winch, while the *Red Jacket* has a new Bromfield winch.

A feature at the time of construction and one which both ships still employ, is the hydraulic electric steering unit, supplied by Hyde Windlass Co. These were the first installations of their kind on trawlers and eliminated the conventional rudder quadrant, chain and pull rods on deck. In their place is a shaft geared to the wheel, and extending aft to two parallel rollers, in which the changing of oil pressure causes the desired movement of the rudder post.

The captain's stateroom on these ships can well be termed deluxe, both as to size and appointments. As in the pilot house the walls are sheathed with polished walnut plywood. On the starboard side is a berth made of walnut below which are built-in drawers, while on the port side is a leather upholstered wall seat which may be made-up into two bunks one above the other. A locker is located next to this seat, and on the forward wall is a walnut chart table with built-in chart drawers and lockers below. Mounted on the table is a Hallicrafters HT-50 watt radio telephone and a Bludworth Standard Arrow direction finder. Aft of the captain's berth is a lavatory and beyond that is a shower. Another change made by the Navy was the widening of the pilot house a foot on each side. The navigation equipment in the pilot house consists of a Submarine Signal Fathometer and a Kelvin-White compass.

The new skipper of the *Red Jacket* is Capt. Peter McGowan while Capt. John Vik is in command of the *Flying Cloud*. Officials of Atlantic Coast Fisheries who are in charge of the company's fleet are George J. Davidson, Production and Maintenance Manager; Alden H. Cooley, Port Captain; and Henry Davidson, Port Engineer. Edward H. Cooley is President of the Company.



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Blackie is as good a sailor as any of the crew he ships with . . . and smart enough to know this basic truth:

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Louisiana Shrimpers Ask Season Change

At a protest meeting held at Lafitte, La., on March 8, 150 fishermen of the area told representatives of the State Legislature that they desired an immediate revision in the shrimping law to allow an earlier opening of the season. The fishermen made arrangements for a large group to attend the coming session of the State Legislature to urge the passage of a law to that effect.

The shrimp are largest between April 1 and June 1, according to fishermen, and by the time the season is opened on May 15, the run of large shrimp is nearly over.

It is permissible to fish in outside waters during the closed season provided the water is 18' or more in depth. The large shrimp often run in outside waters in depths less than 18', but under the law fishermen are now allowed to take these.

Another meeting of Louisiana shrimp fishermen, cannerymen, buyers and members of Legislature was held at New Orleans on March 25 to discuss changes in shrimp conservation laws. Dr. James Nelson Gowanlock, chief biologist of the Conservation Department, proposed a closed season in outside waters under 18' from December 15 to March 31. He also suggested that inside waters should be closed for the same period as well as from June 15 to August 31, all dates inclusive.

Dr. Gowanlock explained that during the Winter months the inshore shrimp population is composed of individuals that are too small to migrate to the more offshore waters.

George E. Burgess of New Orleans pointed out that Lake Pontchartrain, which is closed to shrimp fishing the year round, provides a most valuable ground for production of shrimp. He proposed that a given lake in each parish be set aside as a shrimp nursery, and that all shrimping be barred in such lakes.

To Construct Quick-Freeze Plant

At a meeting of Vermilion Parish, La., citizens at Abbeville on March 2, Adam P. Smith of Morgan City disclosed that he is planning construction of a quick-freeze plant at Abbeville for the processing of seafood. He also revealed that his shrimping fleet will start operating out of Abbeville in the near future.

"Capt. Robert" Launched

Klonaris Shipyard, Morgan City, La., launched the 65' *Capt. Robert* early in April. The boat is owned by the J. R. Hardee Co., Morgan City.

"Collier's" Story on Shrimping

The March 16th issue of *Collier's* magazine carried a double page spread entitled "Shrimp Town", which featured the Morgan City, La. shrimp industry. The story, by Harnett T.



The 60' "Dutch Harbor" of the St. Johns Shrimp Co., Patterson, La., skippered by W. D. Guthrie. She is powered by a 115 hp. Caterpillar Diesel with Twin Disc 1.96 to 1 reduction gear turning a 40 x 32 Columbian propeller. The vessel uses Plymouth rope and Fish Net & Twine nets.

Albert M. Day, who on April 1 succeeded Dr. Ira N. Gabrielson as director of the Fish and Wildlife Service of the Department of the Interior, Washington, D. C., is a veteran of 27 years of Government service, all with the former U. S. Biological Survey and the Fish and Wildlife Service. First employed by the Survey as a temporary field assistant, Mr. Day became asst. director of the Service in 1942, holding that position until his promotion.



Kane, was illustrated with photographs by Allan Gould of several local scenes and personalities.

Crab Production Shows Increase

Production of hard crabs in Louisiana, Mississippi, Alabama and Texas for the month of March totalled 503,450 lbs., showing an increase of 60,710 lbs. over the February yield; while production for the first three months of the year totalled 1,076,000 lbs., as compared with 1,056,580 lbs. during the first quarter of last year. The soft crab harvest during March amounted to 40 doz., while no soft crab production was recorded in February. Production of soft crabs for the three-month period aggregated 482 doz., compared to last year's output of 432 doz. in the first quarter.

Fresh-cooked crab meat showed a total of 34,960 lbs., compared to 32,790 lbs. in February. However, the yield for the three-month period declined from 99,186 lbs. during the first quarter of 1945 to 77,800 lbs. during the same period of this year. Processed crab meat production was 14,630 lbs., as compared to 18,340 lbs. in February, while production for the three-month period was 35,580 lbs.

Oyster production in the area for March totalled 87,916 bbls., as compared to 59,335 bbls. in February. Production for the three-month period totalled 180,691 bbls., as compared to 257,220 bbls. during the first three months of last year.

Avondale Building Tuna Clippers

Avondale Marine Ways, Inc., New Orleans, is building three 132' x 30' all-steel tuna clippers, the first vessels of this type ever to be built on the Gulf Coast. The cargo capacity of the clippers will be 280 tons, and quick-freezing units will be installed to enable the vessels to remain at sea for long periods.

The keel for the first of the craft was laid during the last week of March, and the vessel is expected to be completed by the end of July. The vessels are owned by California interests and will be used chiefly in fishing along the Galapagos Islands off the coast of Peru.

To Study Spillway Situation

As the result of protests by oystermen and cannerymen, the New Orleans Levee Board has agreed to make an immediate study of the Bohemia spillway situation. Oystermen are asking the channels which have developed in recent years below the spillway proper be filled in to protect the oyster reefs. The channels permit the flow of large volumes of silt which cover over and drown the oysters.

New Seafood Plant

A new seafood company, the G. C. Lewis Seafood Packing and Freezing Plant, recently opened in Morgan City. The company, which owns the *Lois T.* and *Betty Jean*, will handle shrimp and crabs. The plant is located in the building formerly occupied by the Henderson Seafood Co., and is managed by W. B. Joyner.

Choice of Fishermen Everywhere



THE ILA—Cruises 10,000 to 12,000 nautical miles during the six months fishing season off Sitka, Alaska. "Its Chrysler engine has needed no servicing in two years," says A. K. Anderson, owner.



THE ROSELLA—Fishes out of San Diego Harbor. Owner Jose Goulart says, "I've run my Chrysler four years with only one valve grinding. It has needed no repair work in four seasons."



THE SAN SIMEON—Fishes for mackerel and albacore from Catalina to San Simeon. "Has run 26 hours straight keeping her speed in all kinds of weather," says Tom Donner, skipper.

Chrysler Marine Engines earn greater profits for commercial fishermen. They provide more trouble-free hours—out on the water.

Husky, dependable, safe and fuel thrifty—they start out on the run and bring you back—with a smooth, steady flow of power all the way.

Chrysler Marine Engines are not assembled or converted, rebored or rebuilt engines. They are engineered and produced completely in the great Chrysler plants. They are designed and "Built to Live in the Water."

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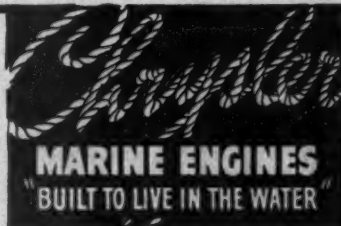
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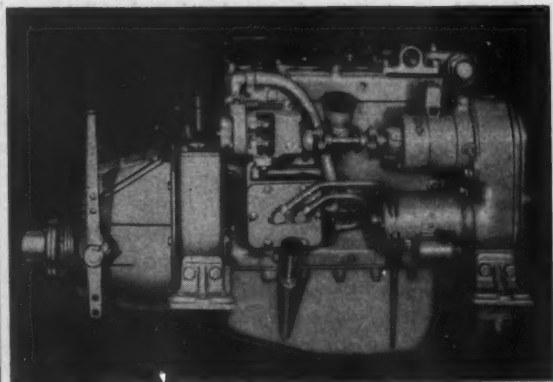
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Texas Spring Shrimp Run Is Delayed

As the month of March came to a close, some of the larger Texas shrimp trawlers reported hauls up to 2,500 lbs. However, in general the small shrimp runs which are common during the Spring months have failed to appear. Some catches of large shrimp were made the end of March, with several boats averaging 500 to 600 lbs. daily.

Several trawlers from upper ports have gone to Port Isabel on the Rio Grande to await the shrimp run there. The largest catches reported in this area have been under 1,000 lbs. per boat, with a much lower average. A few jumbos were caught in the nets near Cedar Bayou.

Aransas Pass Improvements

Besides the \$306,000 seawall and boat basin now nearing completion at Aransas Pass, the City plans several additional improvements to meet the steady expansion of the seafood industry. Among these is an alternate route of the Intracoastal Canal by way of Aransas Pass, reconstruction of two smaller boat basins, enlargement of the old seawall, lengthening of the Government boat basin from 700' to 2,200', and construction of a 480-horsepower quick-freeze plant at a local and Federal cost of approximately \$2,000,000.

"Gulf Queen" Salvaged

The 48' Port Isabel shrimp boat *Gulf Queen*, which grounded on Padre Island Beach during February, was refloated recently by Lance Harris, who has purchased the vessel from the insurance company. The vessel, which was launched about a year ago, was turned over to the insurance company by the original owner, C. C. Richardson of Port Isabel.

Request Gaps Be Left in Fill

Contending that the continuous fill being made through Laguna Madre by dredges working on the Intracoastal Canal will stop navigation in Laguna Madre by Port Isabel boats, the Port Isabel Fish Dealers Association, the Chamber of Commerce and the City have filed protest with the Army District Engineers Office at Galveston. It was pointed out that provision should be made for leaving gaps of at least 1,000' in width every half mile.

"Argentine" Changes Hands

The Branco Shrimp Co., Port Isabel, has purchased the *Argentine* from Schmidt Fisheries, increasing the company fleet to four boats. Branco also has purchased a truck for use in transporting shrimp and other seafood from their Port Isabel plant to the Harlingen freezing plant.

Shortage of Steel Cable

Texas fishermen are facing a shortage of steel cable, with orders placed as far back as January 1 as yet unfilled, and delivery dates still uncertain. Several new and reconditioned boats are ready for service, but will be unable to operate until they can obtain cable for tow lines and galvanized steel strand cable for rigging.

Seafood Development Program

An intensive program will be undertaken by the Texas Game Fish and Oyster Commission to increase production of seafood in coastal waters, according to Howard Dodgen, executive secretary of the Commission. One of the major points of the program will be a survey of fish spawning grounds in Laguna Madre.

A \$25,000 oyster cultivation program in the Aransas Pass area is scheduled to begin this year. The prolific Copana Bay oyster seeding area will be used as a source for planting stock. The program will be extended to Matagorda Bay and other oyster inlets upon completion of the Aransas Pass project.

Attempts will be made to develop the market for blue mullet and mackerel. Production of these species has been limited by lack of demand.

Skis from Switzerland are Skis of quality



A Rope from New Bedford is a rope of quality



Up in the Alps, where "going downtown" may literally mean just that, the inhabitants have found skiing the easiest mode of travel. It's no wonder, then, that the highly proficient Swiss have become renowned as the makers of skis of the highest quality.

Over a century ago, New Bedford fishermen formed a company to make rope. By necessity, they wanted the finest in rope, and making it themselves seemed the best guarantee of getting it. That's why, today, when you buy a rope from New Bedford, you are assured of a rope of quality.

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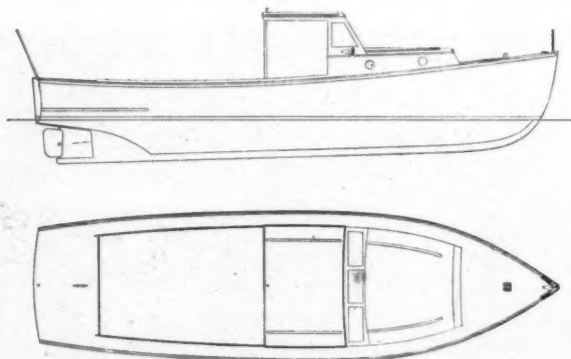
32' lobster boat being built by Southwest Boat Corp.

Southwest Standardized 32' Boat

A 32'6" lobster boat, of a standardized design which has proved to be rugged and seaworthy in use off the Maine coast, is being built by Southwest Boat Corp., Southwest Harbor, Me. These boats have given good service in use as far as 40 miles out for trawl fishing and inshore for lobstering. They are not skeg boats but are planked down to the keel assuring a strong craft that will carry her bilge water aft, making her stable even though she may have shipped a good deal of water.

Either an oak or longleaf southern yellow pine keel, sided 4" and molded 10", may be had. If yellow pine is used, there will be fitted to it an oak shoe 1" thick. The frames are 1" x 2", steam bent oak, spaced 11" on the centers and notched into the keel. One inch cedar, fastened with galvanized screws, is used for planking while the deck and cockpit are 1" cedar or pine.

Both the steering shelter and the cabin are pine with canvas tops. In the steering shelter the upper half of the starboard window is arranged to swing open and in the cabin there are



Plans of Southwest's 32' lobster boat.

two port holes cut into each side. All surfaces are given 3 coats of marine paint. Some of the equipment furnished includes a bronze propeller shaft, bronze rudder post, and galvanized deck equipment, 12" quadrant, and 20" steering wheel with wooden drum, mounted on the bulkhead.

Universal Improves Ignition

Announcement is made by Universal Motor Co., Oshkosh, Wis. of an improved ignition system for their Superfour Marine motors. A new electric starter provides higher cranking speed with lower current draw on the battery. The starter has a new magnetic switch to guarantee positive starting.

A combination circuit breaker and voltage regulator of the two step type controls the generator output and tends to keep the system voltage at a lower value than would be possible otherwise. A magnetic by-pass is incorporated in the regulator to compensate for changes in battery characteristics due to temperature variation.

N. J. Has New Type Light

An experimental channel direction light recently was placed at the entrance to Cold Springs Inlet and Cape May Harbor by the Coast Guard to replace the old type two structure range light. The installation, first of its kind in the United States, is the result of tests and experiments conducted over a period of two years by the Coast Guard.

The light is a simple railway signal type with a green, white and red combination filter. When entering from seaward, the centerline range is indicated by an occulting white light. Should the mariner get off the range to the right, he is warned by a red sector, and if to the left, he is warned by a green sector showing the same characteristics as the white light. The white sector is adjusted narrow enough so that the mariner has ample time to return to the centerline of the range when in one of the other of the colored sectors.

It is anticipated by the Coast Guard that this type of light will be used on many short restricted channels where the physical condition of the surrounding terrain will not permit the construction of the usual type of ranges.

Big Catch Landed at Wildwood

Five boats landed 137,000 lbs. of fish over the week-end of March 9 at Cold Spring Fisheries, Wildwood. The catch was one of the largest ever recorded in the vicinity.

The following boats landed fish: *Shannon*, Capt. Buddy Aspinberg, 40,000 lbs.; *Caspian*, Capt. Fritz Aspenberg, 32,000 lbs.; *Cerina II*, Capt. Tobison, 30,000 lbs.; *Viking*, Capt. Harry Mogck, 20,000 lbs.; and *Apar*, Capt. Bert Perry, 15,000 lbs. The catch consisted of porgies, croakers, and fluke.

Shoals Impede Fishermen

Shoals in the main beach channel along the Barnegat Bayfront, from the Inlet to the Independent Fish Co. dock, are impeding the progress of the commercial fishing craft, according to a report by Capt. Axel Jacobsen to the War Department. The major shoaling is taking place in the northwestern portion near Sea Dog Shoals.

The Channel was dredged by the Federal Government in 1942 as part of the project of installing a sand dike in Barnegat Bay. Prior to this, it was dredged several times by the Independent Fish Co. and the New Jersey Board of Commerce and Navigation.

Hand Named to Subcommittee

Congressman T. Millet Hand of New Jersey recently was appointed to the Congressional Subcommittee on Fisheries. Congressman Hand is also a member of the Committee on Merchant Marine and Fisheries and the Subcommittee on the Coast Guard.

S. C. Crab Season Underway

Crabbing operations in South Carolina waters are well under way, according to J. M. Witsell, chairman of the State Board of Fisheries. He said that laws prohibiting the catching of crabs under 5" and sponge crabs have been helpful in preserving the supply.

One of the largest crab canneries in the State is Blue Channel Corp., Port Royal. The plant not only cans the meat, but prepares the shells for serving it in. Leftovers are ground up and used as meal for fertilizer and chicken feed. Other canneries include D. C. Simpkins, Georgetown and George H. Conrad, Charleston, as well as several plants near Beaufort.

Shad Season Closes

South Carolina waters below the 40-mile limit were closed to shad fishing on March 25, while the area above the 40-mile limit was to be closed on April 20. In its annual report, the State Board of Fisheries suggested a uniform season for the entire State, rather than the present split season. Under present regulations, a person who takes fish illegally in one section can claim that they were taken in the open section, and will be presumed innocent.

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We will maintain a complete stock of parts for all Universal engines.

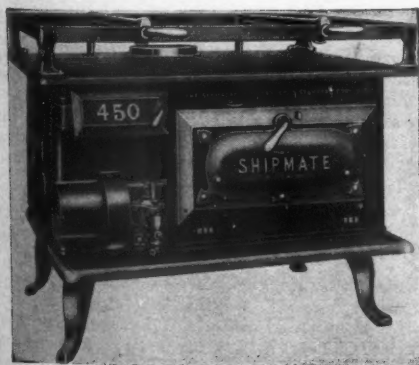
We will continue to provide sales and parts service facilities for Caterpillar Diesel Marine Engines.



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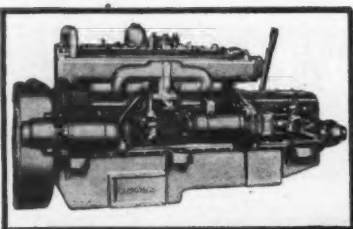


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Hiawatha Special 58-90 hp.

L-head, 6-cyl., 4 in.
bore x 4 1/4 in. stroke,
320 cu. in. displ.

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20 Gasoline Models: 8 hp. to 125 hp.
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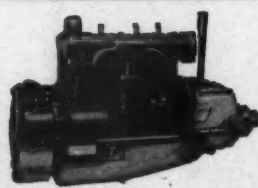
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20-40 hp., 4 cyl., 3 1/2 in. bore,
4 in. stroke, 133 cu. in. displ.,
1000-3000 rpm.



Boston Landings—March

(Hailing fares. Figure after name indicates number of trips.)

Adventure (3)	387,000	Maristella (3)	283,000
Alicia (1)	6,000	Marjorie Parker (3)	225,000
American Eagle (1)	65,500	Marsala (1)	29,000
Angie & Florence (1)	46,500	Mary and Julia (1)	60,000
Annie II (1)	4,500	Mary Canas (1)	19,000
Ave Maria (1)	61,500	M. C. Ballard (1)	14,000
Brookline (3)	505,500	Nina B. (2)	26,000
Carlansul (2)	4,000	Ohio (2)	131,000
Catherine B. (1)	9,200	Princess (1)	9,700
Chas. M. Fauci, Jr. (2)	331,000	Roma (1)	23,000
Charlotte M. (1)	121,000	Rosemarie M. (3)	346,000
Evelyn G. Sears (1)	60,000	Rose Mary (1)	4,000
Frances C. Denehy (3)	178,000	Rosie (1)	4,000
Geraldine & Phyllis (2)	193,500	Sebastiana & Figli (1)	4,000
Gertrude Parker (2)	142,000	Texas (3)	307,000
Golden Eagle (1)	155,000	Theresa R. (2)	245,000
Hazel B. (1)	150,000	Thomas D. (3)	240,000
Hilda (1)	3,500	Vandal (2)	182,000
J. B. Junior II (1)	9,100	Venture II (3)	260,000
Little Nancy (1)	23,000	Virginia (1)	44,000
Lucky Star (2)	242,000		

New York Landings—March

(Hailing fares. Figure after name indicates number of trips.)

Amelia (2)	169,000	Lady of Good Voyage (2)	87,000
Blackhawk (1)	20,000	Manuel P. Domingos (2)	44,000
Buzz & Billy (1)	26,000	Martha E. Murley (2)	32,000
Catherine C. (1)	10,000	Mary (1)	2,000
Catherine L. Brown (1)	80,000	Mary Anne (2)	134,000
Chickasaw (1)	10,000	Olivia Brown (2)	80,000
Columbia (3)	63,500	Puritan (3)	124,000
Doris Gertrude (2)	56,000	Ramona (1)	4,000
Edith L. Boudreau (2)	69,600	Rosalie F. (2)	52,000
Elsie M. Jeffries (2)	49,000	S #31 (2)	35,000
Emily Brown (1)	69,000	Sunapee (2)	40,000
Felicia (2)	127,000	Thomas J. Carroll (1)	22,000
Florence B. (2)	52,000	Tina B. (2)	33,000
Gloria F. (2)	34,600	Viking (1)	14,000
John G. Murley (2)	131,000	Virginia (1)	120,000
Katie D. (2)	140,000	Whaling City (2)	131,000

Scallop Dragger (Landings in Gallons)

Mary (1)	650	William Landry (1)	
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New Mellaphone Battery Charger

Mellaphone Corp., Rochester 2, N. Y., manufacturers of electronic rectifiers, are now offering the new SC-8 battery charger for 6 volt storage batteries. Operating on 110 volt 50/60 cycle A.C. power, the charger comes complete with cords, clips and plugs. Models will also be available for 220 volt 50/60 cycle power.

Rated at 8 amps. it delivers an initial charge of from 10 to 12 amps. on a discharged battery and automatically tapers to approximately 4 amps. at full charge. It will withstand an overload of 50% without harm and is protected against shorted and defective batteries by a conveniently located fuse. Selecting rectifying plates which never require replacing are an outstanding feature.

There is an ammeter on the face of the charger to indicate rate of charge and to assure proper connection to the battery. It has no moving parts, no tubes, is noiseless, has unlimited life and is housed in a well ventilated steel case.

Cotoid, a New Protective Coating

A new protective coating highly resistant to acids, alkalis, chlorides, oils, brine, oxygen, gasoline, and alcohol solutions called Cotoid, has been developed by the Lithgow Corporation, 333 W. 40th Place, Chicago 9, Ill. This is a recently developed formula based on synthetic resin—a thermo-plastic—in which its low water absorption and inert properties inhibit corrosion.

The application of Cotoid results in a tough, hard, elastic finish, which after air or force drying, is tasteless and odorless. It has been found practicable for protecting walls, and wood and steel structural work in food processing plants. It can be used for coating inside and outside surfaces of concrete, steel, and wooden tanks used for corrosive solutions, brines and alkalis. It has been laboratory tested and approved for use with a wide range of acids, gasoline, sour crudes, and lye solutions.

Cotoid will withstand a maximum temperature in air of 220°F. It will not crack under temperatures as low as -20°F below zero F.

Connecticut Fleet Gets Two New Vessels

Two new vessels have been completed and delivered to their owners by Connecticut boat yards recently. The 62' *New England*, built by a West Haven shipyard, was delivered to her owner, Alfred Robello, Stonington, the latter part of March. She has a beam of 16½', a 7' draft, and berths at the Longo dock.

The other new vessel is the 57' dragger *Barracuda*, built by the Stonington Boat Works, and owned by John Vieira, Stonington. The dragger has a beam of 16', draft of 7', and is equipped with a 165 hp. Gray engine. She will fish out of Stonington.

Capt. Walter MacDonald, Noank, is having a 47' dragger built at Mystic Marine Railway, Mystic.

Starfish Population Smaller

A recent study of the starfish population of Connecticut oyster beds by the Fish and Wildlife Service, Milford, Conn. laboratory, in charge of Dr. V. L. Loosnoff, showed that the number of these pests is approximately 20 percent smaller than that of last Fall, and the majority of the animals are medium-sized.

With the exception of the area south of Merwin Point along the line separating the West Haven and Milford oyster grounds and the area between Charles Island and Stratford Point, the beds are virtually free of starfish. However, the starfish of these two areas may spread in both directions, infesting the cultivated grounds.

Shad Season Opens

The Connecticut River shad fishing season opened on April 1, with stiff winds and freezing temperatures. Twelve boats participated in the inaugural at the mouth of the stream with only fair luck. The biggest catch was reported by Capt. Howard Clark, who returned with 21.

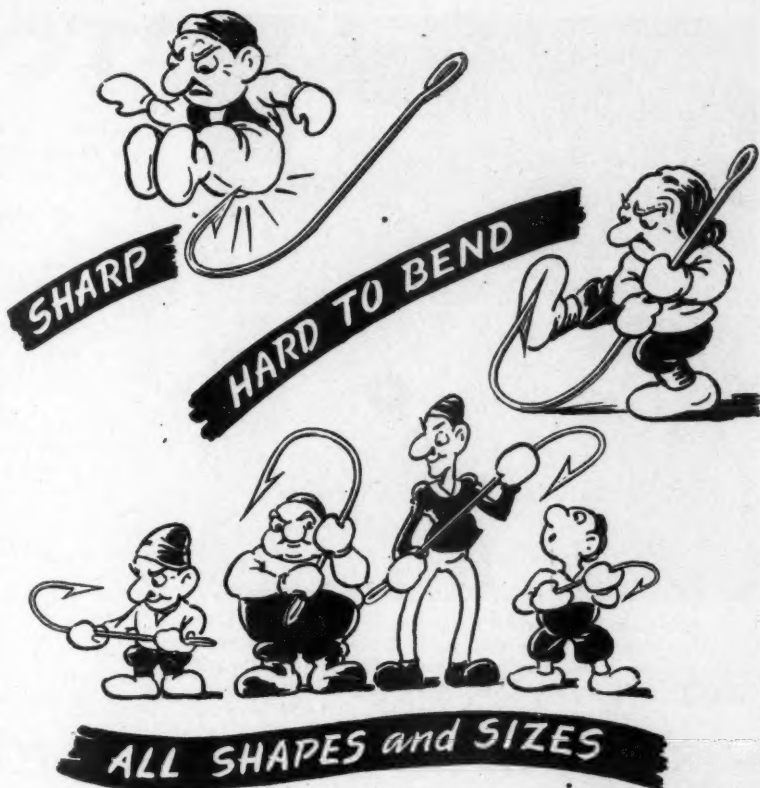
Southern New England Boat Show

The first annual Southern New England Boat Show, under the direction of DuMont Marine Service, Inc., will be held at the State Pier in New London May 18 through June 2 inclusive, as one of the events to celebrate the 300th Birthday Year of the City, and the reopening of the harbor to private use following the termination of the War.

The tentative program schedules Southern New England Fisherman's Day for May 24. A marine parade around New London Harbor and the Thames River will be the feature of June 1.

"Klondike" Is Complete Wreck

The 42' dragger *Klondike*, which went around off Weekapaug, R. I. last month, is a complete wreck. Heavy seas made it impossible for the Coast Guard or salvage crews to refloat the vessel, and she broke up rapidly. The boat is owned by Manuel Reis of West Warwick, R. I., who purchased her from Stonington parties several months ago.



You need good fish hooks — that's the way you make your living. You want sharp points that stay sharp — tough hooks with accurate bends that won't open up at the wrong time. In other words, you want DeWitt American-made Fish Hooks.

Regardless of what style and size hooks you use, DeWitt makes them. Try them, and you'll see why fishermen all over the world use DeWitt hooks to take more fish at a lower hook cost per season.

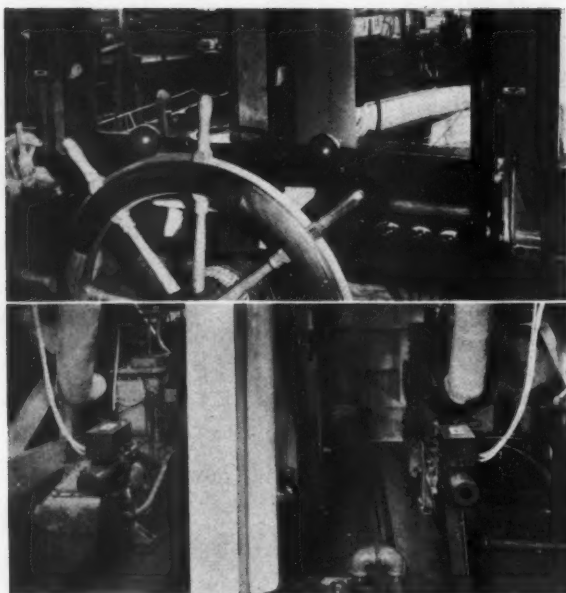
Write for catalog and quotation on your season's supply of hooks. Please give the name of your supply house. Address Dept. A.

DeWitt
AMERICAN-MADE
FISH HOOKS



Bill DeWitt Baits **Auburn, N. Y.**

DIVISION OF SHOE FORM CO. INC.



Top: Pilot house push button control panels, upper right and left corners, for the twin installation of Sol-E-Nauds shown on the engines in the lower photograph. This remote control instantly sends the ship into forward, reverse or neutral.

Sol-E-Naud Clutch Control

Sol-E-Naud electric clutch control, which was used on landing craft, aircraft rescue boats and other ships where fast action and maneuverability were necessary, is now being installed on commercial boats. It is made by the newly-formed Marine Division of Kirsten Pipe Co., Seattle, Wash.

A recent Sol-E-Naud installation was made on the 86' x 20' *Sea Lion*, power barge just built by the Maritime Shipyards for Alaska Packers. The twin engine installation has a double installation of the electric reverse gear clutch controls. Both are 115 hp. Caterpillar Diesels on which are mounted the Sol-E-Nauds.

Hand shifting is eliminated with the use of the clutch controls which are actuated by push buttons instantaneously sending the ship into forward, reverse or neutral. The push button panel is installed integrally with each unit and there are duplicate control panels in the pilot house.

Oyster Convention to Be Held June 5-7

The joint annual convention of the Oyster Growers & Dealers Association of North America, The Oyster Institute of North America, and the National Shell Fisheries Association, will be held at the Hotel New Yorker, New York City, on June 5, 6 and 7. A directors' meeting will be held on June 4.

Cooper-Bessemer Washington Staff

Appointment of Walter F. Myers as assistant district manager of Cooper-Bessemer Corp.'s Washington, D. C. office to succeed T. E. Kraner, recently appointed manager of the company's Venezuela branch, is announced by Stanley E. Johnson, vice president and director of sales. Myers joined Cooper-Bessemer as a member of the Washington staff January 1, 1945. Formerly he had been in the construction and sales engineering field for about 25 years. Charles G. Cooper is Washington district manager.

Johnson also announced the appointment of Laurence B. Hume as sales engineer and service supervisor for the territory covered by the Washington district office. Hume recently returned from two years of service in the Pacific area as a U. S. Navy Technician for Cooper-Bessemer equipment.

New York Gets Flounder Fry

The first shipment of flounder fry since before the War was distributed in various sections of Great South Bay and other Long Island waters recently. A total of 7,500,000 fry were dumped into Islip waters, while 140 gallons of fry were released in East Hampton waters. The fry were hatched at the Woods Hole, Mass. Fish and Wildlife hatchery.

Table Trawling Ordinance Amendment

The Islip Town Board has tabled the request of the Long Island Fishermen's Association for a public hearing on the proposal to amend the trawling and eel dredging ordinance to permit dragging for flounders and crabs from October 1 to December 31 of each year, inclusive. Baymen maintain the dragging would not interfere with angling, since there is no angling during those months.

Request Lighted Buoys

As the result of a request by Smith Meal Co., Amagansett, the State Conservation Department, and the Long Island Fishermen's Association, for the establishment of lighted buoys in Napeague Bay at the approach to the Promised Land dock, a study of the situation will be made by the Coast Guard. It is expected that recommendations will be submitted at an early date.

Bill Prohibiting Dragging Killed

The bill which was introduced at Albany on January 24 to prohibit all dragging for a distance of three miles from shore from the breakwater at Rockaway Inlet to the Jetty at East Rockaway Inlet has been killed.

Cedar Island Oyster Co. Sold

The entire holdings of Cedar Island Oyster Co., Greenvale, have been sold to Bluepoints Oyster Co., West Sayville, a subsidiary of General Foods Corp. This includes approximately 1800 acres of oyster ground in Gardiners Bay, Town Harbor and New Haven, Conn., as well as the oyster boats *Napeague* and *Mascot*.

With the former Cedar Island property, Bluepoints Co. now owns over 14,000 acres of oyster ground. The Bluepoints plant is one of the largest and most modern in the country, and is managed by Capt. Chris Jensen.

Award for Aerial Products Signals

For designing and developing "on their own initiative and without appropriation of Navy development funds", Aerial Products, Inc., Merrick, N. Y. has received the Naval Ordnance Development Award, a seldom-conferred U. S. Navy honor reserved to those who render exceptional service in the design and manufacture of unusual ordnance devices. Three outstanding developments by Aerial Products, Inc. for which the award was granted were the A-P Pistol Rocket, Signal Distress Hand Smoke Mark 1 Mod 1 and Signal Distress Day, and Night Mark 13 Mod 0. The latter is a combination day-smoke night flare in a watertight hand-held container. It was recently adopted as standard equipment by the U. S. Navy for all life and life rafts as well as all inflatable life rafts and life rafts of aviation personnel.

Oakite Steam Detergent Cleaning

Oakite Products, Inc. has published a booklet on steam detergent cleaning which may be obtained free upon request to 57 Thames St., New York 6, N. Y.

Described in this booklet are many applications of steam detergent cleaning for (1) cleaning machinery equipment and parts for subsequent repair and overhaul, (2) cleaning equipment too large for tank immersion, or where suitable tanks are not available, (3) preparing equipment surfaces for repainting and refinishing, (4) paint stripping. Emphasis is placed on steam detergent cleaning as a simple, fast method for safely removing grease, oil, dirt, and other deposits from all types of equipment through the combination of mechanical force, controlled steam, and effective detergent action of recommended materials.

32' 6" MOTOR LAUNCH

AN ABLE BOAT FOR LOBSTERING AND FISHING

These rugged 32 footers have proved to be fast, seaworthy, and handy. Fishermen who have used them say that they are today's outstanding boat value — superior in quality and performance.



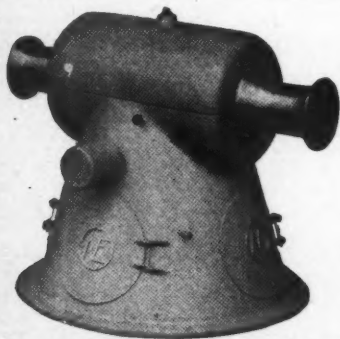
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TEL. 95 SOUTHWEST HARBOR, MAINE TEL. 401

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SMALL HOISTS ENGINE DRIVEN

Model 568. Originally designed for the fishing fleet of the North Atlantic, this sturdy little hoist has many uses both ashore and afloat where electric current is not readily available.

It is powered by a single cylinder air-cooled gasoline engine, totally enclosed in a watertight base. The compact frame is carefully finished and painted to withstand the action of salt water or spray. Line pulls of 450 lbs. are developed by the 3 H.P. model. The 6 H.P. hoist will handle up to 900 lbs.

Other models can be furnished for lighter loads at higher speeds. Your inquiry will receive our prompt attention.

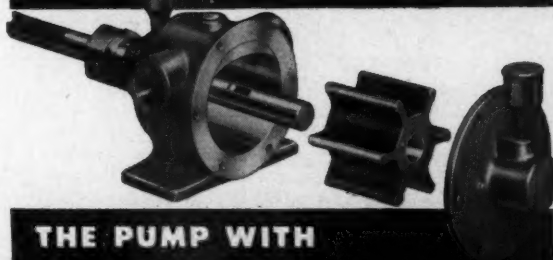


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THE PUMP WITH
THE **RUBBER** IMPELLER

JABSCO PUMP COMPANY

8302-8306 Wilshire Blvd., Beverly Hills, Calif.

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MUSTAD
Key Brand FISH HOOKS

Yes Sir! The old reliables. Better than ever. Made of selected Norse steel—shaped and tempered by precision minded Norwegian craftsmen—in the manner only Mustad knows. Needle sharp in point—strong and sturdy in barb, bend and shank. Made in many styles, shapes and sizes to successfully cope with any kind of fish or fishing condition.

Write our Agent nearest you for illustrated folder and full information.

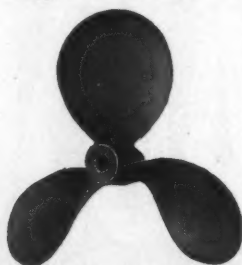
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52" and LARGER

Where lives as well as profits are at stake both owners and skippers realize the necessity of using propellers of proven quality. That is why you will find Hyde Propellers on the "high liners" of the fishing fleet. Let the experience of the men who know be your guide—specify Hyde.

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EFFICIENT . . . RELIABLE
ALWAYS GET HOME SAFELY

HYDE WINDLASS COMPANY, Bath, Maine

New Bedford Landings — March

(Hailing fares. Figure after name indicates number of men)

Adele K. (2)	96,000	Julia K. (1)	
Adventurer (5)	100,000	Junoes (3)	
Agda (2)	49,000	Kelbarsam (3)	
Alba V. (2)	7,000	Kingfisher (3)	
Alice J. Hathaway (2)	104,000	Leretha (1)	
Alice May (1)	7,500	Liberty (5)	
Aloha (2)	223,000	Liboria C. (1)	
Alva (4)	40,000	Lt. Thomas Minor (1)	
Anastasia E. (3)	28,000	Louis A. Thebaud (2)	
Anna (2)	12,000	Lubenray (3)	
Anna C. Perry (3)	39,500	Madeline (4)	
Ann & Marie (4)	16,400	Malvina B. (2)	
Anna O. (1)	6,500	Marie & Katherine (1)	
Annie Louise (2)	30,000	Mary & Joan (3)	
Annie M. Jackson (4)	34,500	Mary Grace (2)	
Arnold (4)	71,500	Mary J. Hayes (3)	
Barracuda (1)	2,500	Mary Tapper (2)	
Bernice (5)	18,500	Mildred & Myra (1)	
Bessie (2)	4,000	Minnie V. (2)	
Bozo (2)	15,000	Molly and Jane (4)	
Camden (3)	63,000	Moonglo (2)	
Cape Ann (3)	194,500	Moonlight (2)	
Captain I (2)	33,000	Nautilus (1)	
Catherine & Mary	31,000	Nellie (1)	
Catherine T. (3)	180,000	New Bedford (3)	
Charles E. Beckman (4)	71,000	New Dawn (2)	
Christina J. (2)	94,000	Newfoundland (2)	
Clara T. (2)	8,000	Noah A. (2)	
Clifton (1)	10,000	Noreen (2)	
Clinton (2)	21,000	Novelty (3)	
Connie F. (3)	57,000	Olive M. Williams (2)	
Dartmouth (1)	47,000	Palmer's Island (5)	
Dauntless (3)	28,800	Pauline H. (1)	
Diana A. (2)	224,000	Pearl Harbor (2)	
Donald & Johnny (1)	6,000	Phyllis J. (4)	
Doris (5)	28,000	Priscilla (2)	
Dorothy (3)	18,000	Priscilla (Chilmark) (4)	
Dorothy & Everett (2)	12,000	Quest (4)	
Driftwood (1)	3,000	Ramona (1)	
Edith (2)	39,000	Reneva (4)	
Elenore K. (2)	13,000	R. Eugene Ashley (3)	
Elva (2)	13,000	Rita (1)	
Elva & Estelle (3)	35,000	Ronald & Dorothy (4)	
Etta K. (4)	80,000	Rose Jarvis (3)	
Eunice-Lilian (2)	93,000	R. W. Giffin, Jr. (3)	
Fairhaven (2)	150,000	St. Ann (2)	
Four Sisters (3)	104,000	Sea Ranger (3)	
Fred Henry (4)	24,000	Serena (1)	
Gannet (3)	182,300	Skilligolee (1)	
Gay Head (1)	16,500	Solveig J. (3)	
Glady & Mary (1)	80,000	Southern Cross (4)	
Growler (3)	127,000	Stanley B. Butler (3)	
Gull (3)	12,500	Susie O. Carver (5)	
Hazel S. (2)	14,500	The Friars (3)	
Heedja (1)	9,000	Trio (3)	
Hilda Garston (2)	197,000	Two Brothers (1)	
Hope (2)	37,000	Ursula M. Norton (3)	
Idlewild II (1)	3,000	Venture I (2)	
Irene (1)	15,000	Viking (3)	
Ivanhoe (2)	73,500	Viking (Chilmark) (4)	
Janet & Jean (2)	39,000	Virginia & Joan (1)	
Janet Elise (1)	11,000	Wamsutta (2)	
Jerry & Jimmy (2)	111,500	Wanderer (5)	
J. Henry Smith (1)	3,000	Whaler (2)	
Joan & Ursula (4)	207,000	William Chesebrough (4)	
Josephine & Mary (3)	228,000	Winifred M. (5)	

Scallop Dragger (Landings in Gallons)

Abram H. (1)	1,000
Bobby & Harvey (2)	2,700
Carol & Estelle (1)	1,500
Dagny (3)	3,000
Francis J. Manta (3)	4,200
Freddie & Matthew (1)	850
Friendship (2)	2,200
Linus S. Eldridge (1)	1,450

New Bedford Cordage "Fish" Story Contest Creates Wide Interest

Tall-story enthusiasts from 13 fishing states have responded to New Bedford Cordage Company's prize-contest in the first three weeks of the competition.

Fishermen from Maine to Mississippi are telling their best for the series of monthly prizes which will be announced in the publication. First-prize winner each month will receive a regular coil of New Bedford rope and a cartoon illustrating his tale drawn by a New York artist.

The first winner will be announced by New Bedford Cordage Co. in May. This announcement will include the winning story and the artist's conception of the tale.

The contest editor points out that the intent of the contest is to determine the real fish-story tellers in the fish industry. Professional writers are barred from entry. "Funny or unbelievable stories are what we want," he adds.

Information about the rules of the contest is available in an amusing free booklet. Copies can be obtained from the Contest Editor, New Bedford Cordage Co., 233 Broadway, New York 7, N. Y.

MORE HOLDING POWER and How!

SKEPTICAL?... MAKE YOUR OWN TESTS

A yachtsman writes: "Science is wonderful, but when a man is used to handling a 75-lb. to 100-lb. anchor and someone hands him a 15-lb. anchor to do the same job, well, you're bound to feel as if one were 'sending a boy to do a man's errand'."

We know it's hard to believe but it is fairly simple and a lot of fun to make your own tests—Write for new Mark IV folder with directions "HOW TO TEST THE HOLDING POWER OF ANY ANCHOR... with your own boat!"

NEW DANFORTHS
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4½ lb. "Rowboat"
anchor \$3
Mark IVs \$7.50 up

R. S. DANFORTH • 2137 Alston Way • Berkeley 4, California

Comparative Holding Power in SOFT MUD 6 ft. deep

4 stockless—100 lbs. each



one 30-lb. Danforth Mark II
or one 10-lb. Mark IV



1½ kedges—100 lbs. each

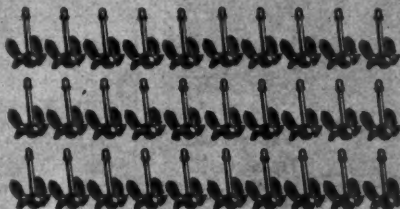


one 30-lb. Danforth Mark II
or one 10-lb. Mark IV



Comparative Holding Power in HARD SAND

30 stockless—100 lbs. each



one 30-lb. Mark II or
one 10-lb. Mark IV



(All figures are for kedge and
stockless anchors of average design)

10 kedges—100 lbs. each



one 30-lb. Mark II or
one 10-lb. Mark IV



Caterpillar Plans Plant Expansion

Production of new models of "Caterpillar" Diesel Engines, designed to fit new fields of application and to cover markets not presently served by the Company, will be made possible by a vast plant expansion program, it is announced by L. B. Neumiller, president of Caterpillar Tractor Co.

Major item in the expansion, which will enlarge the floor area of the Company's Peoria, Illinois plant by nearly 50%, is a new factory for the manufacture of Diesel engines.

Planned to be an outstanding plant for the economical, efficient manufacture of Diesel engines, this factory will require 925,000 square feet under one roof, facilitating manufacture of constantly improved models of present types and sizes in the Company's line as well as new models already past the research, development and engineering stages.

Mackay to Service Raytheon Radar

In a recent joint announcement by Warren Lee Pierson, President of American Cable & Radio Corp., and L. K. Marshall, President of Raytheon Manufacturing Co., it was stated that the Marine Division of Mackay Radio and Telegraph Co., a subsidiary of ACR, had been named as a sales organization within the United States for Raytheon's commercial type Radar known as the Mariners Pathfinder.

The agreement between the two companies also provides that Mackay Radio will install and service Raytheon equipment it sells with its existing field engineers who are being especially trained for the purpose by Raytheon. Mackay Radio operates marine service depots in most important cities on the Atlantic, Gulf and Pacific Coasts.

Mr. Marshall pointed out that Raytheon would continue its sales and service organization and expected to establish facilities in the Great Lakes area not presently serviced by the Marine Division of Mackay Radio.

EDSON

STEERING EQUIPMENT NON-CHOKABLE BILGE PUMPS

EDSON has equipped the fishing fleet for many years. Such well known vessels as the WAVE - CREST - ST. GEORGE - NORTH STAR - MAINE - MIST - BELMONT and others have EDSON STEERERS and PUMPS

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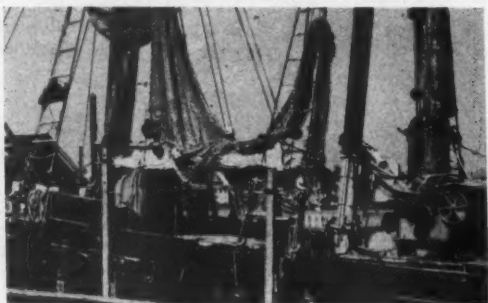
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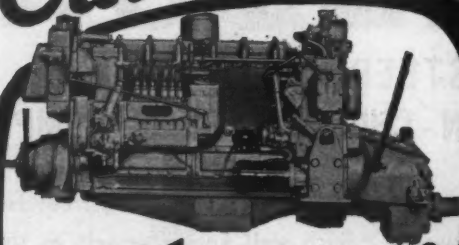
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"Caterpillar"



MARINE DIESEL ENGINES

PROPULSION - AUXILIARY
STATIONARY POWER UNITS
ELECTRIC GENERATING PLANTS

H.O. PENN MACHINERY CO.

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MINEOLA, LONG ISLAND. POUGHKEEPSIE, N. Y.
NEWINGTON, CONNECTICUT.

Vineyard's Luck Lays All Over the Ocean

By J. C. Allen

March, which is dropping below the skyline as this report is written, has been a month of contradictory things. Weather, luck, and the antics of mankind, all piled up together, make a man want to sit down on the caplog and cuss long and fervently. As pilot of this column, we feel the urge as strongly as anyone, and we are inspired in the belief that we could outdo the majority of men in cussing if we just put our mind to the business.

It was just about as the month was coming in that the fleet got hit by a series of gales that swung clean around the compass and hove down half a dozen of the vessels on the banks, chewing them up more or less and filling the fo'c's'les before they could be righted. Then it smoothed up, and since that time the weather has been fairly decent, inshore and off.

But the luck lays all over the ocean. Pods of fish have shown up everywhere, mostly flounders and cod, with the usual run of under-nourished haddock always to be found in the Spring after spawning. The fleet has prospected almost without a break all through the month, and the general report has been the same, too cussed many boats on every school of fish. There is no chance for anyone under such circumstances.

The Spring fish have not shown up well thus far. Very few butters have been hailed by draggers, and the only scup that we have heard anything about were scraped up in Southern waters. This may be all right, but the edge was taken off the market, if indeed there was any edge.

Trapmen Expect Good Season

Vineyard trapmen are figuring on getting their gear overboard early. They predict an early Spring. Already the pups are taking the bait in the saltponds. Alewives have been running since early in the month, and it looks like a good season.

But the small draggers are playing tough luck. Plenty of 'em are carrying a low glass. If the scup come, and if there are plenty of 'em, they will go out and nail 'em as they did a year ago. But hell's bells, the first run that hit Fulton Market this season only brought nine cents. Suppose the price drops to the level of five years back. What is going to happen then?

Flukes Are Spawning

The flukes that came out of the Gully during March all but spawn, and the lobsters that were brought in, up to five thousand lbs. in one vessel, contained plenty of female specimens. These flukes and lobsters were bound inshore to spawn. In other words, the bottom is being scraped to swell the production of the fisheries, when there is no need of it. A line has been placed on cod to keep the price up, but as we look at it, some fishermen may be put out of business. That is what we have predicted for years—the control of the entire industry by a few big vessel-owners, and the limiting of the number of vessels through an economic squeeze. Progress is great stuff, but we sometimes wish we could have lived when there was less of it.

Herring Run Underway

For the fourth year in succession, Associated Fisheries, with headquarters in Wisconsin, will handle the output of the Mattakesett herring run in Edgartown. The herring are being salted and packed in barrels at Edgartown, but final steps in the processing take place at Milwaukee.

Big Lobster Caught

Capt. Walter Manning of Gay Head, owner of the dragger *Bozo*, caught a 30-pound lobster in his flounder net recently while dragging 15 miles south by west of No Mans Land. The lobster, said to be the largest ever caught along that section of the coast, was 35" long, and the large claws measured 14" in length below the joint.

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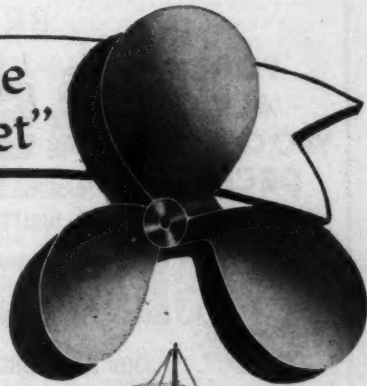
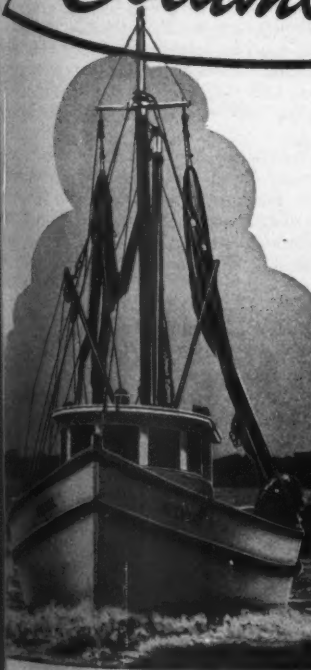
"Columbians on the Pride of our Fleet"

"Sylvia," 52', and "Marcia Sherrill," 56', are new boats owned by Shaw Shrimp Company, Jacksonville, Fla., and built by Diesel Engine Sales Co., St. Augustine, Fla.

"We're thoroughly satisfied with Columbian Propellers," says John Shaw, of the firm; "another Columbian Bronze is now being installed on another new boat of ours just being out-fitted, the 'Little John'. This last boat is a 65-footer, our best yet, and the fact that we picked Columbian Bronze for the pride of our fleet shows what we think of this make of propeller."

**COLUMBIAN BRONZE
CORPORATION**

Freeport,
Long Island,
New York



When it's a
BETHANIZED
Trawler
ROPE . . .
IT L-A-S-T-S



Corrosion shortens the life of a trawler rope.

But bethanized coating offers the best protection against corrosion, for the bethanizing process applies a heavy, uniform coating of pure zinc to every foot of every wire. This coating is of such high quality that it will not crack, peel, or check, even after repeated bending around small turns.

The exclusive electrolytic process by which the bethanized coating is applied does not sap the base wire of its strength and toughness. That means stronger trawler rope . . . longer life . . . fewer replacements.

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FOR ALL WOODEN DECKS

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W. A. BRIGGS BITUMEN Co.

3309 RICHMOND ST., PHILA. 34, PA.

90 TO 165 HP
60 TO 115 KW

MORE
POWER
MORE
PROFIT

MURPHY DIESEL

MURPHY DIESEL COMPANY
MILWAUKEE 14, WISCONSIN

New Brunswick Busy Repairing Weirs

By C. A. Dixon

Southern New Brunswick weir owners and operators are making excellent progress in the repairing and rebuilding of weirs for the Spring sardine run. Repairs already have been completed on some weirs, and it is reported that a few sardines have been seen in New Brunswick waters.

A large quantity of weir building material has been brought to Deer Island by means of the Government-operated car ferry which makes several round trips daily between L'Etete on the mainland and Butler's Point on Deer Island. The transportation of weir material has increased so rapidly that a move has been started to have two ferries placed on the route, one to be used for passenger automobiles and the other for commercial traffic.

Purse Seining Ceases

Purse seining operations in Charlotte County ended unexpectedly in March, but it was not long before some of the leaders in the seining fleet "invaded" Annapolis Basin in Nova Scotia. Some \$40,000 to \$60,000 worth of the fish were caught and sold in a few days' time. However, the supply was exhausted.

Meanwhile, the large and well-equipped seining fleet lies inactive due to the scarcity of fish. Many of the fishermen are reconditioning and repainting their boats in preparation for other kinds of fishing. The seining fleet has grown to considerable proportions in recent years, and represents a big investment. The boats are owned chiefly by Grand Manan and Campobello fishermen.

Proposed Lobster Trap Limit

A petition is being circulated among Grand Manan lobster fishermen to determine their attitude toward the establishment of a limit of 250 traps for an individual or the crew of a boat. It is urged that the limit cover the Spring fishing season, which begins in May. Some operators fish as many as 500 to 600 traps, and it is felt by proponents of the petition that such an amount tends toward overfishing of the grounds, with consequent loss to all.

February Landings

During the month of February, \$65,973 worth of fish were landed in southern New Brunswick, chiefly in Charlotte County. Sardines valued at \$51,754 were caught by fishermen of Campobello and Grand Manan, chiefly, although a few fish were caught at Beaver Harbor and Pocologan on the mainland. Also, Sardine fishermen landed 3,136 hogsheads of fish during the month, compared to 3,293 hogsheads valued at \$54,340 in February, 1945.

Fewer scallops were taken during February, 1946 than during the same month of last year. With the arrival of unseasonably warm weather in March, scallops disappeared, and fishermen were forced to abandon that branch of fishing. Only a few men were engaged in scalloping during the month, due to the preference for sardine seining, which provides a larger income when fish are available.

Scarcity of Boats

Returned servicemen are having difficulty in procuring fishing boats, and prices being paid for second-hand boats and engines have soared to a level equal to or exceeding that asked for new equipment. Boat builders are finding it hard to procure materials, and orders have piled up which will require a long time to fill. It is expected that many will have to go without boats this year unless production can be stepped up.

New Wharf Under Construction

Leslie McLaughlin is constructing a new wharf at Seal Cove situated close to the new smoked herring plant started last fall by Moody Benson of Seal Cove. Much impetus has been given to the fish processing business in Southern New Brunswick by the keen demand for products of all kinds at satisfactory prices.

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Janis Louise
Carolyn & Pr
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Elmer & Jean
Ernest (3)
Frank Belle
William (1)
Gustavo S. (1
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Harris (3)

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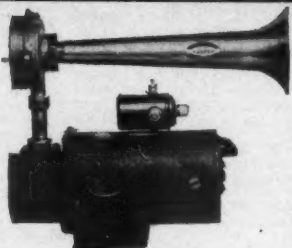
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HORNS-WHISTLES

"Electro-Phonic" Air Signal

Defense against Every Emergency—The Fishermen's Sentinel—Promotes Live and Investment.

Electro-Phonic Powerful Air Signal Supplies its own compressed air—no tank, no valves, no piping. Unexcelled for Fog Penetration, Echo Signals, and Reliability. Types, sizes for all Marine Needs—Mechanical Fog Horns.



Model EP-SIF

CLARK COOPER CO. 325 N. MARKET ST. PALMYRA, N. J.

Portland Landings—March

(Hauling fares. Figure after name indicates number of trips.)

Alice M. Doughty (4)	114,000	Lawrence Scola (2)	36,000
Alice M. Doughty II (1)	22,000	Lira G. (1)	21,000
Audrey (2)	140,000	Mary & Helen (4)	13,000
Bessie Louise (8)	44,000	Nora D. Sawyer (4)	35,000
Carlyle & Priscilla (3)	230,000	Notre Dame (3)	111,000
Dorothy & Ethel II (3)	240,000	Onward (2)	16,000
Dorothy & Ethel III (3)	258,000	Onward III (1)	17,000
Ellen & Jean (5)	187,000	Richard J. Nunan (2)	160,000
Ernest (3)	273,000	St. Anthony (1)	84,000
Frankie Belle (4)	62,000	Santina D. (3)	150,000
Frederick (1)	35,000	Squantum (1)	81,000
Gertrude S. (1)	10,000	Vagabond (2)	104,000
Galatia S. (1)	11,000	Villanova (2)	82,000
Homer (3)	28,000	Willard Daggett (3)	93,000

Bulletins Describe Sperry Line

Several bulletins in which are described various steering and controlling systems and units, have been published recently by the Sperry Gyroscope Co., Inc., Great Neck, N. Y. These bulletins contain not only descriptions and specifications but also are illustrated extensively with photographs and drawings. One booklet concerns Gyro-Pilots and states that they are precision instruments that utilize the true-North indication of the Gyro-Compass to steer the vessel automatically on any desired course.

Another booklet describes the Sperry Rudder Angle Indicator System as the alternating current, self-synchronous type. It consists of an Indicator, usually mounted in the wheelhouse, and a Transmitter, mounted near the rudder stock, which furnishes the rudder angle signal to the indicator.

A pamphlet that should be of particular interest to owners of fishing vessels is one which describes the Gyro-Magnetic Compass for use where space, weight and power limitations preclude use of the larger Gyro-Compass. The complete system comprises a Magnetic Compass Unit, a Gyro Unit, a Repeater Compass, and a Motor-Generator. A Gyro-Magnetic Pilot is available for those who desire automatic steering. It holds the vessel accurately on her set course with minimum rudder application. A rudder adjustment is provided to take care of the steering characteristics of various types of vessels. This automatic steering affords the skipper added time for other duties.

Sperry is also adding to their line two new electric steering engines, No. 0 and No. 00, designed for use on small craft and fishing vessels.

New Firm of Naval Architects

Walter H. Michel and Charles B. Petzold announce the organization of Michel & Petzold, 11 Broadway, New York, a firm of naval architects and marine surveyors. Both members of the firm were formerly naval architects in the scientific section of Gibbs & Cox, Inc., New York. Associated with them is Capt. W. L. McDonald, USNR, who was, until recently, Port Director of Le Havre.

This new organization will specialize in commercial and fishing craft and is ready to render service to the fishing fleets of the East coast.

Announcing Our Appointment As Manufacturer's Agent for

American Hammered Piston Rings

Columbian Bronze Propellers

Scripps Marine Engines from 25 to 600 hp.

Hallett Diesel Engines from 8 to 16 hp.

QUINCY ENGINE COMPANY

681-683 Southern Artery-QUINCY, MASS.-Tel. MAYflower 2820-3260

Complete Engineering Service for All Types of Marine and Industrial Engines

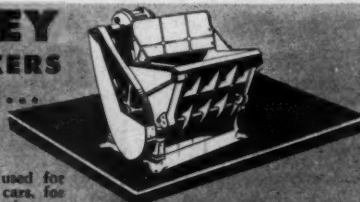
CREASEY

ICE BREAKERS

for fast icing...

long, hard

service



Creaseys have been used for icing boats, railroad cars, for packing shrimp and other sea foods, for over half a century. Many users are operating their Creaseys after 20 years of service.

Latest models permit changing size of ice from coarse to fine flakes while running. Capacities up to 50 tons per hour, hand or motor drive.

Write for Bulletin on Ice Breakers—also Conveyors and Elevators.

GIFFORD-WOOD

New York 17
420 Lexington Ave.

Founded 1814
MURKIN, N. Y.

Chicago 6
333 W. Washington St.

Delaware Bay Shipbuilding Co., Inc.

Leesburg, New Jersey

Recently awarded
CERTIFICATE OF ACHIEVEMENT
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Now reconverted to 100% commercial work
**REPAIR SERVICE—TWO MARINE RAILWAYS
BOATBUILDING**

Marine Supplies—Diesel & Gasoline Engines
JABSCO PUMP DISTRIBUTORS
"At Your Service"

SPACE SAVER!

POWER • LIGHT
WATER • AIR

All in One Compact
Package!

ENGINE—8 h.p.
GENERATOR—3½ or 5
kw.

AIR COMPRESSOR—11 or
20 c.f.m.

PUMP—40 or 90 g.p.m.
at 60 lbs.

Net Weight—1,400 lbs.

Many other combinations
and Diesel-Generator sets
available, up to 10 kw.

Desirable territories open for factory representatives

MODEL CD
Diesel-Marine
Auxiliary Unit



WRITE FOR BULLETIN 151

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615 N. Marshall Street

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THE KELVIN-WHITE



Spherical COMPASS

The best compass
for any boat.

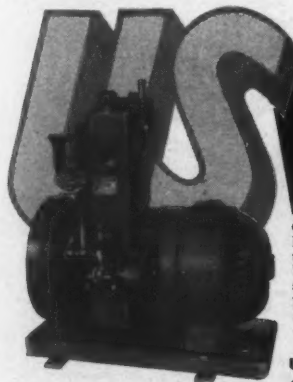
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KELVIN & WILFRID O. WHITE CO.

90 STATE STREET, BOSTON 9, MASS.

38 WATER STREET

NEW YORK CITY



...builds an
Electric Plant
to fit your needs

Choose from the U. S. complete line.
Diesel Marine Electric Plants, 2 KW
to 75 KW, AC and DC. Gasoline
Units from 450 watts to 10 KW. Die-
sel Auxiliary Units custom-built to
your requirements — 2 KW and up.
Also Falcon Marine Engines, 5 H.P.
and 10 H.P.

Write for information.
UNITED STATES MOTORS CORP.
448 Nebraska St. Oshkosh, Wis.

Commercial Fishing Boats

New Construction and Repairs

Every facility is offered the fishing fleet for repairs of
all kinds and construction of new boats, — two float-
ing dry docks, complete machine shop, electric weld-
ing. The plant is particularly well equipped for
building steel trawlers. We welcome correspondence.

LIBERTY DRY DOCK, INC.

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BROOKLYN, N. Y.

46 YEARS OF ENGINE-BUILDING EXPERIENCE



- 100% marine design and construction
- 4-cycle efficiency
- 100 h.p., rated on continuous duty basis
- Quick starting
- Economical

Mack MARINE DIESEL POWER

Mack Marine Engines
are products of the builders
of world-famed gasoline and diesel-
powered trucks, buses and fire apparatus.

Gloucester Landings — March

(Hailing fares. Figure after name indicates number of trips)

Alden (3)	110,000	Josephine P. II (1)	75,000
Alicia (2)	24,000	Killarney (2)	40,000
America (1)	60,000	Leretha (1)	120,000
American Eagle (1)	95,000	Linta (2)	80,000
Angie & Florence (2)	68,000	Little Nancy (2)	115,000
Anna Guarino (1)	4,500	Lou Sam (1)	1,000
Annie II (1)	2,000	Lucretia (4)	14,000
Antonina (1)	30,000	Manuel P. Domingos (1)	100,000
Ariel (5)	44,000	Margie and Roy (4)	94,000
Austin W. (1)	52,000	Marietta and Mary (2)	14,000
Automatic (2)	4,500	Marion & Alice (1)	40,000
Ave Maria (2)	90,000	Mary (4)	40,000
Avocet (1)	1,000	Mary Curtis (1)	75,000
Babe Sears (2)	129,000	Mary M. (2)	20,000
Baby Rose (2)	220,000	Mary Rose (3)	375,000
Barbara C. (4)	13,000	M. C. Ballard (2)	307,000
B. Estelle Burke (2)	160,000	Nancy F. (2)	74,000
Carlo & Vince (3)	34,000	Naomi Bruce (5)	4,000
Carmela Maria (3)	59,000	Natalie III (2)	130,000
Caroline & Mary (1)	110,000	No More (5)	15,000
Casco (2)	13,000	Nyoda (2)	100,000
Catherine (5)	6,600	Old Glory (1)	65,000
Catherine Amirault (2)	330,000	Olympia LaRosa (2)	405,000
Catherine B. (2)	90,000	Philip & Grace (3)	7,000
Catherine L. Brown (1)	11,300	Phyllis A. (5)	50,000
Chebeague (2)	18,000	Phyllis & Mary (2)	50,000
Cigar Joe (2)	111,000	Pilgrim (2)	29,000
Columbia (2)	430,000	Pollyanna (2)	29,000
Curlew (2)	375,000	Princess (1)	21,000
Edith & Lilian (1)	204,000	Rainbow (2)	122,000
Edna Fae (8)	7,500	Rita B. (1)	104,000
Eliza C. Riggs (3)	10,000	Rose and Lucy (3)	105,000
Emily Brown (1)	200,000	Rosemarie (3)	80,000
Emily C. (2)	19,000	Rosie and Gracie (3)	307,000
Emma Marie (3)	94,000	Ruth and Margaret (2)	135,000
Eugene H. (2)	212,000	Sacred Heart (2)	135,000
Eva M. Martin (3)	8,000	St. Anthony (1)	135,000
Evelyn G. Sears (1)	50,000	St. Christopher (2)	240,000
Falcon (3)	13,000	St. Joseph (3)	140,000
Famiglia (3)	85,000	St. Peter (3)	100,000
Florence & Lee (2)	380,000	St. Peter II (2)	330,000
Frances R. (3)	77,000	St. Providenza (2)	11,000
Gaetano S. (2)	290,000	St. Victoria (2)	230,000
G. N. Soffron (2)	200,000	Salvatore (3)	235,000
Golden Eagle (1)	150,000	Sea Hawk (1)	100,000
Gov. Al Smith (2)	240,000	Sebastiana & Figli (1)	10,000
Helen M. (3)	204,000	Sebastiana C. (3)	277,000
Hilda (2)	14,500	Seraphina N. (3)	135,000
Holy Family (1)	125,000	Seraphina II (2)	135,000
Huntington Sanford (3)	41,000	Squantom (2)	17,000
Irma Virginia (4)	18,500	Superior (1)	8,000
J. B. Junior (4)	50,000	Theresa M. Boudreau (1)	100,000
J. B. Junior II (1)	4,000	Trimembral (3)	40,000
Jennie & Julia (4)	124,000	V-E Day (2)	1,000
Jennie & Lucia (2)	80,000	Vince (1)	1,000
Joseph & Lucia (1)	150,000	We Three (3)	2,000
Josephine & Margaret (1)	32,000		

G. M. Diesel Service Conferences

Two caravans left Detroit Diesel Engine Division, General Motors Corp., on March 1 to conduct conferences on service and maintenance in all parts of the country. One group is going to the West Coast and one is traveling through the South and East, visiting distributors of GM Series 71 Diesel industrial and marine engines. Their itinerary will cover a total of over 12,000 miles.

The purpose of the conferences will be to emphasize, through prepared charts, films, slides and work on a live engine, correct methods of maintenance and repair. Both groups will conduct one conference each week in a strategically located city, which will be attended by representatives from several General Motors distributors in a radius of 50 to 300 miles. On this special emphasis will be given to servicing the GM Diesel "air flow" scavenging blower, GM unit injectors and to engine "tune-up". Sixty percent of the training time will be actual shop work.

Eastern and Southern conferences will be held with General Motors Diesel distributors from Mississippi, Alabama, Georgia, Louisiana, North Carolina, Maryland, Virginia, Ohio, Pennsylvania, Massachusetts, New York, and Texas.

Liquidometer Issues New Catalog

A new catalog describing a complete, modernized "position" line of tank gauges, rudder angle indicators and position indicators for marine craft has been issued by the Liquidometer Corp., Long Island City, N. Y.

The line includes direct-reading and remote-reading hydraulic, pneumatic or electric liquid-level indicators for fuel, oil and water tanks, and remote-reading hydraulic or electric rudder-angle indicators. The position-indicators, with electric hydraulic transmitting systems, can be used with reverse valve stem position, engine room telegraph and many other installations.

ALARM SIGNALS

*Clark Cooper Co., 319 N. Market St., Palmyra, N. J.

ANCHORS

*S. Danforth, 2121 Allston Way, Berkeley, Calif.

ANCHOR-GRAPNELS

Chas. D. Briddell, Inc., Crisfield, Md.

BATTERIES, STORAGE

*"Eids": Electric Storage Battery Co., Allegheny Ave. and 19th St., Philadelphia, Pa.
Willard Storage Battery Co., Cleveland, Ohio.

CAN MANUFACTURERS

Continental Can Co., 100 E. 42nd St., New York, N. Y.

CLAM KNIVES, TONGS, RAKES

Chas. D. Briddell, Inc., Crisfield, Md.

CLUTCHES

Kearney Manufacturing Co., 5341 Washington St., Boston, Mass.

COLD STORAGE

Quaker City Cold Storage Co., Philadelphia, Pa.

CORDAGE MANUFACTURERS

*American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.

*Columbian Rope Co., Auburn, N. Y.

*New Bedford Cordage Co., 233 Broadway, New York, N. Y.

CYLINDER LINERS, PISTONS, RINGS

Heat-Spiller Manufacturing Co., 383 Dorchester Ave., Boston, Mass.

DEPTH FINDERS

*Marine Division, Bendix Aviation Corp., Norwood, Mass.

*Hathaway Marine, 100 Gold St., New York 7, N. Y.

DIESEL AUXILIARY SETS

Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.

*Lester-Blackstone, Inc., 1706 So. 68th St., Milwaukee, Wis.

*K. H. Sheppard Co., 330 Middle St., Hanover, Pa.

*United States Motors Corp., 448 Nebraska St., Oshkosh, Wis.

ELECTRICAL EQUIPMENT

Dahl Manufacturing Co., 240 Congress St., Boston, Mass.

General Electric Co., Schenectady, N. Y.

Sperry Gyroscope Co., Inc., Great Neck, N. Y.

ELECTROLYSIS ELIMINATION

Hamilton Engineering Co., P. O. Box 1893, Boston, Mass.

ENGINE MANUFACTURERS

Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y.

*Caterpillar Tractor Co., Peoria, Ill.

*Chrysler Corporation, 12211 East Jefferson, Detroit, Michigan.

*Cooper-Bessmer Corp., Mount Vernon, O.

*Cummins Engine Co., Columbus, Ind.

Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.

*Enterprise Engine & Foundry Co., 18th and Florida Sts., San Francisco 10, Calif.

*Fairbanks, Morse & Co., Chicago, Ill.

*Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

*Kernan Mfg. Co., 5896 Commonwealth Ave., Detroit 8, Mich.

The Lathrop Engine Co., Mystic, Conn.

*Lester-Blackstone, Inc., 1706 So. 68th St., Milwaukee, Wis.

*Mack Mfg. Corp., Empire State Building, New York 1, N. Y.

*Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.

*Murray & Tregurtha, Inc., 12 Hancock St., Quincy 71, Mass.

The National Supply Co., Superior Diesels, Springfield, Ohio.

*Osco Motors Corp., 2020 E. Orleans St., Philadelphia 34, Pa.

*Palmer Bros. Engines, Inc., Cos Cob, Conn.

Where-to-Buy Directory

Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers.

*Red Wing Motor Co., Red Wing, Minnesota.

*Wolverine Motor Works Inc., 1 Union Ave., Bridgeport, Conn.

Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

Ford Conversions and Parts

*Osco Motors Corp., 3648A No. Lawrence St., Philadelphia, Pa.

Gasoline Engines

*Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

ENGINE DEALERS

*Harbor Supply Oil Co., 39 Portland Pier, Portland, Me.

*H. O. Penn Machinery Co., Inc., East River and 140th St., New York, N. Y.

*Perkins-Eaton Machinery Co., 376 Dorchester Ave., South Boston 27, Mass.

*Quincy Engine Co., 681-683 Southern Artery, Quincy, Mass.

*Southworth Machine Co., 30 Warren Ave., Portland, Me.

EXHAUST SILENCERS

John T. Love Welding Co., Walen's Wharf, Wharf St., Gloucester, Mass.

FISHING GEAR

*Westerbeke Fishing Gear Co., Inc., 279 Northern Ave., Boston, Mass.

FISH MEAL MACHINERY

*Enterprise Engine & Foundry Co., Process Machinery Div., 18th and Florida Sts., San Francisco, Calif.

FISH SCALERS**Portable, Flexible Shaft**

N. A. Strand & Co., 5001 N. Wolcott Ave., Chicago, Ill.

FLOATS

J. H. Shepherd Son & Co., 1820 East Ave., Elyria, Ohio.

FOG HORNS

*Clark Cooper Co., 319 N. Market St., Palmyra, N. J.

L. D. Lothrop Sons, Gloucester, Mass.

FUEL GAUGES

The Liquidometer Corp., Marine Division, Skillman Ave. at 37th St., Long Island City, N. Y.

HOOFS, FISH

*Bill DeWitt Bait, Hook Mfrs., Auburn, N. Y.

*O. Mustad & Son, Oslo, Norway

ICE BREAKERS

*Gifford-Wood, Hudson, N. Y.

ICE PICKS

Chas. D. Briddell, Inc., Crisfield, Md.

MARINE GLUE

*W. A. Briggs Bitumen Co., 3309 Richmond St., Philadelphia 34, Pa.

NAUTICAL INSTRUMENTS

*Kelvin-White Co., 90 State St., Boston, Mass.

*Raytheon Mfg. Co., Industrial Electronics Div., Waltham 54, Mass.

Sperry Gyroscope Co., Inc., Great Neck, N. Y.

NETS AND NETTING

W. A. Augur, Inc., 35 Fulton St., New York, N. Y.

*R. J. Ederer Co., 540 Orleans St., Chicago, Ill.

The Fish Net & Twine Company, 310-312 Bergen Ave., Jersey City, N. J.

*The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.

*A. M. Starr Net Co., East Hampton, Conn.

OILED CLOTHING

*H. M. Sawyer & Son Co., East Cambridge, Mass.

OIL FILTERS

Hamilton Engineering Co., P. O. Box 1893, Boston, Mass.

OILS

*Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.

*Macmillan Petroleum Corp., 530 W. 6th St., Los Angeles 14, Calif.

OYSTER KNIVES, TONGS

Chas. D. Briddell, Inc., Crisfield, Md.

PRESERVATIVES

Samuel Cabot, Inc., 1140 Milk St., Boston 9, Mass.

*"Campbell's Copper Compound": International Chain & Mfg. Co., York, Pa.

PAINTS

International Paint Co., Inc., 21 West St., New York, N. Y.

Pettit Paint Co., Belleville, N. J.

PROPELLERS

*Columbian Bronze Corp., Freeport, N. Y.

Federal-Mogul Marine Div., 4033-91 Beaufait Ave., Detroit, Michigan.

*Hyde Windlass Co., Bath, Me.

Michigan Wheel Co., Grand Rapids, Mich.

PUMPS

*The Edson Corp., 49 D Street, South Boston, Mass.

*Jabsco Pump Co., 8302 Wilshire Blvd., Beverly Hills, Calif.

Marine Products Co., 6636 Charlevoix Ave., Detroit 7, Mich.

RADIO DIRECTION FINDERS

*Bludworth Marine, 100 Gold St., New York 7, N. Y.

*Kear Engineering Co., 611-619 Emerson St., Palo Alto, Calif.

RADIO TELEPHONES

Jefferson-Travis Radio Mfg. Corp., 245 East 23rd St., New York 10, N. Y.

*Kear Engineering Co., 611-619 Emerson St., Palo Alto, Calif.

Radiation Products, Inc., Dept. 20, 1142 Wall St., Los Angeles 15, Calif.

RANGES

*"Shipmate": Stamford Foundry Co., Stamford, Conn.

REVERSE AND REDUCTION GEARS
Snow-Nabstedt Gear Corp., Welden St., Hamden, Conn.

*Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

G. Walter Machine Co., 84 Cambridge Ave., Jersey City, N. J.

RUBBER BOOTS

U. S. Rubber Co., 1230 Sixth Ave., New York 20, N. Y.

RUBBER CLOTHING

*H. M. Sawyer & Son Co., East Cambridge, Mass.

U. S. Rubber Co., 1230 Sixth Ave., New York 20, N. Y.

SEAFOOD TOOLS

Chas. D. Briddell, Inc., Crisfield, Md.

SHIPBUILDERS, BOATYARDS

Bethlehem Steel Co., Shipbuilding Division, Bethlehem, Pa.

*Delaware Bay Shipbuilding Co., Inc., Leesburg, N. J.

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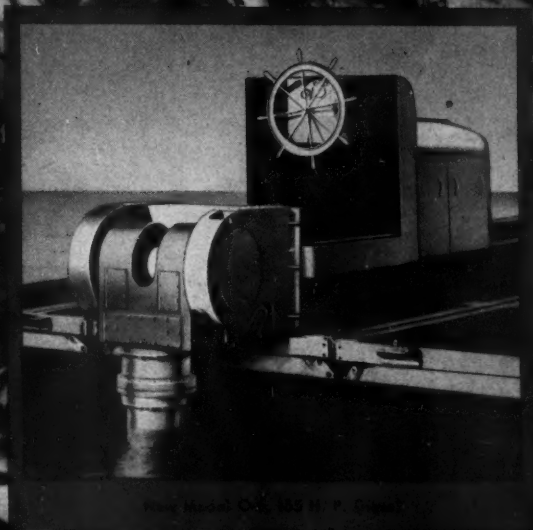
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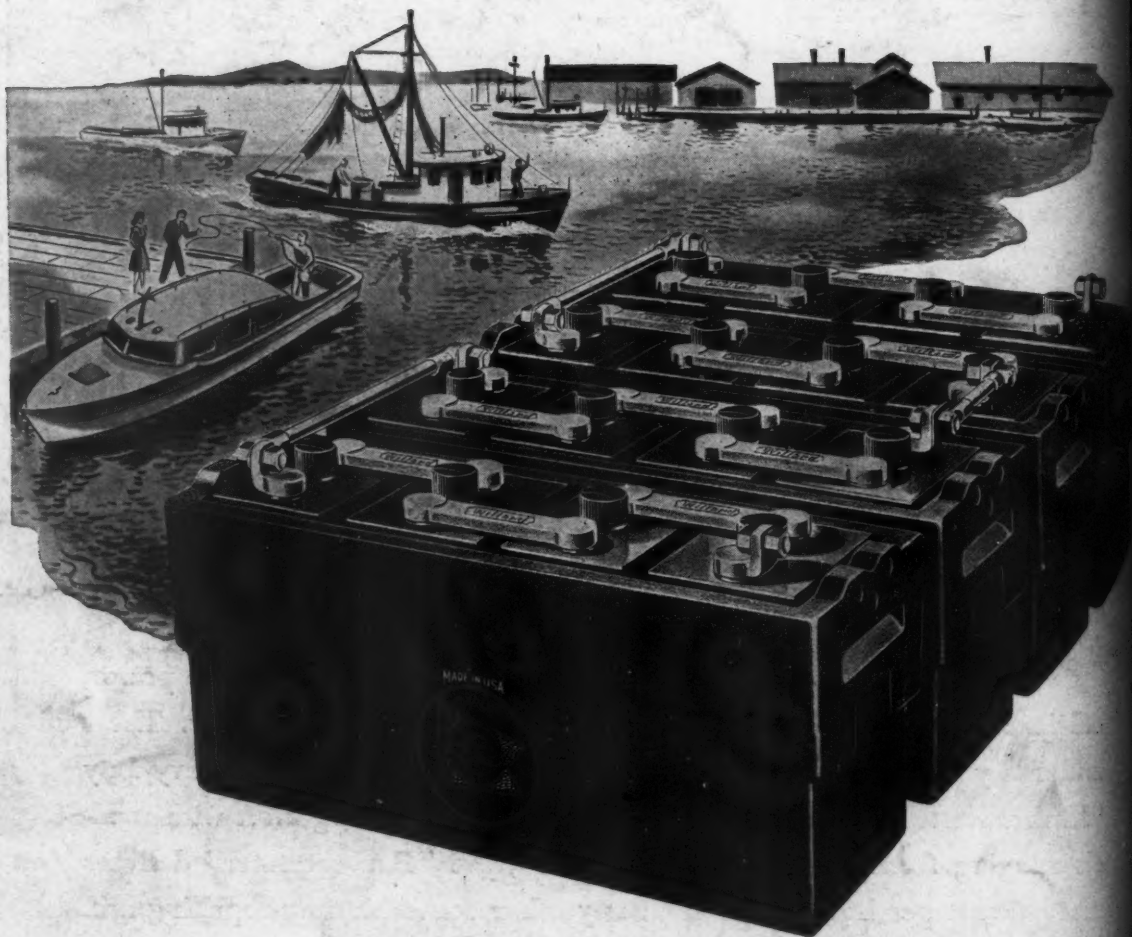
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